

1942.

VICTORIA.

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VICTORIAN RAILWAYS.

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R E P O R T

OF

THE VICTORIAN RAILWAYS COMMISSIONERS

FOR THE

YEAR ENDED 30<sup>TH</sup> JUNE, 1942.

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PRESENTED TO BOTH HOUSES OF PARLIAMENT PURSUANT TO ACT 19 GEO. V. No. 3759.

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REPORT OF THE VICTORIAN RAILWAYS COMMISSIONERS  
FOR THE YEAR ENDED 30TH JUNE, 1942.

VICTORIAN RAILWAYS,  
Commissioners' Office, Spencer-street,  
Melbourne.

9th September, 1942.

*To the Honorable the Minister of Transport.*

SIR,

In conformity with the provisions of Section 99 of the *Railways Act* 1928, No. 3759, we have the honour to submit our Report in respect of the year ended 30th June, 1942.

The financial results of working the railways and the electric tramways and road motor services under our control for the period under review were:—

	£	s.	d.
<b>GROSS REVENUE</b> .. .. .	14,614,836	5	8
	£	s.	d.
Working Expenses .. .. .	11,734,864	7	10
Less Amount charged to Special Funds* ..	51,548	14	4
<b>WORKING EXPENSES CHARGED TO RAILWAY REVENUE</b> ..	11,683,315	13	6
<b>NET REVENUE</b> .. .. .	2,931,520	12	2
	£	s.	d.
Interest Charges and Expenses (including Loan Conversion Expenses) .. .. .	1,948,427	4	9
Exchange on Interest Payments and Redemption .. .. .	209,486	12	9
Contribution to National Debt Sinking Fund..	124,259	8	7
<b>TOTAL INTEREST, EXCHANGE, ETC.</b> .. .. .	2,282,173	6	1
<b>SURPLUS</b> .. .. .	649,347	6	1

\* Commonwealth Defence Works (Unemployment Relief) Account, £133 17s. 11d.; Trust Fund, Railway Works (Defence purposes), £3,658 3s. 6d. (includes Serviceton Scheme, £144 13s. 3d.); Loan Funds—Deferred Renewals, Replacements, &c., £201 6s. 10d.; Act 4829—Surplus Revenue, £20,000; Commonwealth—State Air Raid Precautions Account, £24,615 7s. 8d.; Act 4645—Special Appropriation, National Security Regulations, £819 12s. 3d.; Federal Aid Roads and Works Grant, £2,120 6s. 2d.

## Summary of the Financial Results by contrast with the Results in the Preceding Year

—	Year 1941-42.			Year 1940-41.			Increase (+) or Decrease (-) in 1941-42.		
	£	s.	d.	£	s.	d.	£	s.	d.
<b>Gross Revenue—</b>									
Railways .. .. .	14,519,838	11	7	11,239,422	11	8	+3,280,415	19	11
Electric Tramways.. .. .	74,940	18	5	59,993	15	11	+ 14,947	2	6
Road Motor Public Services .. .. .	20,056	15	8	30,803	17	4	— 10,747	1	8
<b>Total .. .. .</b>	<b>14,614,836</b>	<b>5</b>	<b>8</b>	<b>11,330,220</b>	<b>4</b>	<b>11</b>	<b>+3,284,616</b>	<b>0</b>	<b>9</b>
<b>Working Expenses—</b>									
Railways .. .. .	11,651,128	6	8	9,258,516	1	5	+2,392,612	5	3
Less Charged to :—									
Unemployment Relief Funds .. .. .	..			1,795	0	5	— 1,795	0	5
Commonwealth Defence Works (Un- employment Relief) Account .. .. .	133	17	11	46	17	3	+ 87	0	8
Trust Fund Railway Works (Defence Purposes) .. .. .	3,658	3	6	5,691	16	1	— 2,033	12	7
Loan Funds—Deferred Renewals, Re- placements, &c. .. .. .	201	6	10	249,284	11	0	— 249,083	4	2
Federal Aid Roads and Works Grant Act 4829—Surplus Revenue .. .. .	2,120	6	2	42,761	19	4	— 40,641	13	2
Commonwealth—State Air Raid Pre- cautions Account .. .. .	20,000	0	0	..			+ 20,000	0	0
Act 4645—Special Appropriation, National Security Regulations .. .. .	24,615	7	8	..			+ 24,615	7	8
	819	12	3	..			+ 819	12	3
	11,599,579	12	4	8,958,935	17	4	+2,640,643	15	0
Electric Tramways .. .. .	56,900	1	1	53,100	6	11	+ 3,799	14	2
Road Motor Public Services .. .. .	26,836	0	1	41,892	1	9	— 15,056	1	8
<b>Working Expenses charged to Rail- way Revenue.. .. .</b>	<b>11,683,315</b>	<b>13</b>	<b>6</b>	<b>9,053,928</b>	<b>6</b>	<b>0</b>	<b>+2,629,387</b>	<b>7</b>	<b>6</b>
<b>Net Revenue .. .. .</b>	<b>2,931,520</b>	<b>12</b>	<b>2</b>	<b>2,276,291</b>	<b>18</b>	<b>11</b>	<b>+ 655,228</b>	<b>13</b>	<b>3</b>
<b>Interest Charges and Expenses (in- cluding Loan Conversion Expenses)</b>	<b>1,948,427</b>	<b>4</b>	<b>9</b>	<b>1,920,731</b>	<b>16</b>	<b>9</b>	<b>+ 27,695</b>	<b>8</b>	<b>0</b>
Exchange on Interest Payments and Re- demption .. .. .	209,486	12	9	206,521	5	11	+ 2,965	6	10
Contribution to the National Debt Sinking Fund .. .. .	124,259	8	7	122,444	19	6	+ 1,814	9	1
<b>Total Interest, Exchange, &amp;c.</b>	<b>2,282,173</b>	<b>6</b>	<b>1</b>	<b>2,249,698</b>	<b>2</b>	<b>2</b>	<b>+ 32,475</b>	<b>3</b>	<b>11</b>
<b>Surplus .. .. .</b>	<b>£649,347</b>	<b>6</b>	<b>1</b>	<b>£26,593</b>	<b>16</b>	<b>9</b>	<b>+ £622,753</b>	<b>9</b>	<b>4</b>

**Comparison of the Results of Working (exclusive of Electric Tramways and Road Motor Public Services) with those in the Three Preceding Years.**

	Year 1941-1942.	Year 1940-41.	Year 1939-1940.	Year 1938-1939.
<b>Average Mileage of Railways operated</b> .. .. .	4,746	4,759	4,759	4,754
<b>TRAFFIC TRAIN MILEAGE.</b>				
Passenger—Country .. .. .	3,813,653	3,829,515	3,286,666	3,592,718
"    "    Rail Motors .. .. .	594,338	784,453	837,316	863,837
"    Suburban .. .. .	7,738,070	7,634,119	7,391,527	7,634,439
"    "    Rail Motors .. .. .	47,770	39,413	36,535	35,796
Mixed .. .. .	705,448	541,881	581,997	614,911
Goods (including Live Stock) .. .. .	5,348,434	4,937,006	4,873,929	5,147,933
<b>Total</b> .. .. .	18,248,713 (a)	17,766,987 (a)	17,007,970 (a)	17,889,634 (a)
Number of Passenger Journeys .. .. .	180,981,900	159,218,412	144,649,075	142,123,567
Tonnage of Goods .. .. .	6,765,413	5,881,921	5,547,022	5,250,100
Tonnage of Live Stock .. .. .	737,227	740,864	639,967	725,687
<b>REVENUE.</b>				
<b>Passenger, &amp;c., Business.</b>				
Passenger .. .. .	£ 6,298,527	£ 5,003,896	£ 4,031,891	£ 3,854,681
Parcels, Horses, Carriages, and Dogs .. .. .	407,455	328,138	319,215	331,025
Mails .. .. .	78,285	77,405	77,403	77,440
Miscellaneous .. .. .	36,169	26,725	21,632	22,903
<b>Goods, &amp;c., Business.</b>	6,820,436	5,436,164	4,450,141	4,286,049
Goods .. .. .	5,847,163	4,174,239	4,033,314	3,608,915
Live Stock .. .. .	617,940	619,185	539,551	600,299
Miscellaneous .. .. .	108,049	66,206	63,997	60,703
<b>Other Services.</b>	6,573,152	4,859,630	4,636,862	4,275,947
Dining Car Services .. .. .	64,366	56,027	36,936	32,574
Refreshment Services .. .. .	610,066	463,221	371,445	338,410
Advertising .. .. .	35,842	37,007	35,475	38,045
Bookstalls .. .. .	108,580	93,127	77,478	72,594
Sale of Electrical Energy .. .. .	818,854	649,382	521,334	481,623
Rentals .. .. .	57,939	48,536	44,323	41,030
General Miscellaneous .. .. .	171,861	160,005	144,900	140,052
Recoups by Treasury of loss resulting from—				
Reduction in outer suburban fares .. .. .	36,000	39,000	42,000	33,750
Working of certain lines of railway, &c. .. .. .	..	147	..	..
Concession fares to members of Defence Forces .. .. .	(d)	(d)	..	..
<b>Total</b> .. .. .	14,519,839	11,239,423	9,861,592	9,283,465
<b>WORKING EXPENSES.</b>				
Transportation Branch .. .. .	£ 2,556,197	£ 2,310,561	£ 2,222,354	£ 2,254,293
Way and Works Branch .. .. .	1,988,309	1,787,963	1,723,649	1,513,563
Rolling-Stock Branch—Operating Expenses .. .. .	1,855,054	1,546,938	1,428,856	1,411,125
"    "    Repairs and Renewals .. .. .	1,312,853	1,281,306	1,249,723	1,164,518
Contribution to Railway Renewals and Replacements Fund .. .. .	1,500,000	525,000	200,000	225,000
Electrical Engineering Branch .. .. .	501,217	331,799	330,263	280,262
Stores Branch .. .. .	136,196	127,034	125,837	126,564
General Expenses .. .. .	214,508(c)	202,550(c)	200,902(c)	211,275
Miscellaneous Operations .. .. .	663,872	545,947	444,782	437,989
Payment into Railway Accident and Fire Insurance Fund .. .. .	43,964	24,656	35,509	40,762
Repayment to Public Account (Act No. 4499) .. .. .	100,000	100,000	50,000	50,000
Child Endowment Pay-roll Tax .. .. .	163,761	..	..	..
War Damage Insurance .. .. .	30,521	..	..	..
Air Raid Precautions .. .. .	113,221	..	..	..
<b>TOTAL WORKING EXPENSES (exclusive of Pensions)</b> .. .. .	11,179,673	8,783,754	8,011,875	7,715,351
Pensions .. .. .	471,455	474,762	482,940	483,678
<b>Total Working Expenses</b> .. .. .	11,651,128(b)	9,258,516(b)	8,494,815(b)	8,199,029(b)
Less—Expenditure charged to Special Funds .. .. .	51,548(e)	299,580	436,406	139,302
<b>WORKING EXPENSES charged to Railway Revenue</b> .. .. .	11,599,580	8,958,936	8,058,409	8,059,727
Percentage to Gross Revenue .. .. .	79.89	79.71	81.72	86.82
<b>Net Revenue</b> .. .. .	2,920,259	2,280,487	1,803,183	1,223,738
Interest Charges and Expenses (including Loan Conversion Expenses) .. .. .	1,942,912	1,914,782	1,879,991	1,859,780
Exchange on Interest Payments and Redemption .. .. .	208,886	205,902	196,792	188,074
Contribution to National Debt Sinking Fund .. .. .	123,911	122,067	121,219	119,605
<b>TOTAL INTEREST, EXCHANGE, ETC.</b> .. .. .	2,275,709	2,242,751	2,198,002	2,167,459
<b>SURPLUS</b> .. .. .	644,550	37,736	..	..
<b>DEFICIT</b> .. .. .	..	..	394,819	943,721

(a) For details see Appendix No. 8. (b) For details see Appendix No. 2. (c) Includes Superannuation Contributions on behalf of employees serving with Defence Forces (1941-42, £10,866; 1940-41, £6,500; 1939-40, £1,326). (d) Included in Passenger (1941-42, £198,000; 1940-41, £60,344). (e) For details see page 5.

### Financial Review—1941-42.

The financial result of the year's operations was a surplus of £649,347, which is a record for the Department and an improvement of £622,753 by comparison with the previous year. The main variations in revenue and expenditure were as follows:—

	£	£
Increase in revenue .. .. .	..	3,284,616
Increases in—		
Working Expenses .. .. .	2,629,388	
Interest, Exchange, &c., and contributions to the National Debt Sinking Fund ..	32,475	
		<u>2,661,863</u>
Net Improvement .. .. .		<u>622,753</u>

The revenue, which amounted to £14,614,836, was the highest on record—the previous best being £13,760,769 in 1926-27. The improvement of £3,284,616 over the preceding year occurred mainly under the following headings:—

	£	%
Passengers .. .. .	1,294,631	(25.87)
Goods and live stock .. .. .	1,671,679	(34.87)
Refreshment and advertising services .. .. .	169,472	(26.00)

These increases were the result of conditions arising from the war—including heavy defence traffic, the greater spending power of the community owing to increased employment and higher earnings, and the diversion to the rail of a large amount of passenger and goods business due to the shortage of petrol, the restriction of competitive road motor transport under National Security Regulations, and the limited interstate shipping facilities.

The total revenue per traffic train mile was 16s. 0.21d., compared with 12s. 9.05d. per mile in 1940-41—an increase of 3s. 3.16d. per train mile.

Working expenses amounted to £11,683,316, or £2,629,387 more than in the previous year. This increase included £440,000 for higher salaries and wages due principally to cost of living adjustments and awards of the Arbitration Court covering marginal rates; an increase of £975,000 in the contribution to the Railway Renewals and Replacements Fund; £164,000 for Commonwealth Payroll Tax; £82,000 for special A.R.P. expenditure in providing protection for personnel, plant and equipment; £200,000 for the higher cost of materials, including coal; £83,000 for writing off the balance of the original cost of the plant and equipment, &c., which is being replaced at the Newport Power Station, and £31,000 for the Department's contribution for six months under the Commonwealth's War Damage Fund. A factor in the apparent increase was that in 1940-41 an amount of £294,000 was specially provided from loan and other funds for expenditure on deferred maintenance, renewals, &c., whereas in 1941-42 the only special provision was an amount of £20,000 provided under Act No. 4829 for additions, alterations and improvements to departmental residences.

The balance of the increase (£380,000) was incurred in earning the additional revenue (£3,284,616). This remarkable result was due to a substantial portion of the additional traffic (particularly passenger and high-grade goods business) being carried by ordinary trains at relatively little extra cost. It is a striking illustration of the fact—so often stressed in our Annual Reports—that greater volume of traffic (especially the more payable classes) is the logical means of improving net revenue, and emphasizes the importance of safeguarding the railways against road competition.

Provision was also made in the Working Expenses for the repayment of the balance (£100,000) of the special advance of £300,000 which was made from the Public Account in 1937-38 for deferred maintenance and renewal works. A similar amount was repaid in 1940-41.

Our standard of service during the year in handling the abnormal volume of traffic would inevitably have given cause for criticism under normal conditions. Many country passenger trains have been crowded, and late running has regrettably been the rule rather than the exception. Goods deliveries have in some cases been delayed and services have had to be restricted. These deficiencies, of which we are fully conscious and which have been tolerated by our patrons without overt complaint, were created by the difficulty in obtaining adequate supplies of coal (as referred to in another section of our Report); by preference having to be given to military



requirements, and, to some extent, by shortage of man power and rolling stock, as well as by the restricted lighting conditions. We are grateful for the manner in which the position has been accepted by the public.

The improvement in our finances has enabled financial provision to be made for overtaking all arrears of depreciation which had accrued since 1st July, 1937. The total contribution to the Railway Renewals and Replacements Fund, viz., £1,702,587, consisted of the statutory minimum payment of £200,000; a further contribution of £1,300,000 for accrued and current depreciation, and £202,587 in respect of the depreciation of road and rail motors, workshop machinery, plant and equipment at Newport Power Station, and sales and sundry abolitions.

It is, of course, unfortunate that under war conditions we are not able to take advantage of the funds at our disposal for undertaking an increased works programme. It is most important that the requisite finance shall be available when it becomes possible to undertake a large amount of improvement work, and in view of the magnitude of the betterments and replacements that will require to be carried out we urge that advantage should continue to be taken of the buoyant revenue to divert further large sums to the Renewals and Replacements Fund for this purpose.

The amount of deferred betterment and replacement works referred to in our last Report was greatly increased during the year owing to war conditions. In addition to the heavier wear and tear on rolling stock and tracks due to the record volume of traffic, the depreciation of workshop plant and equipment is far greater than under normal conditions. Track maintenance also has been affected by the difficulty in securing adequate supplies of sleepers. As a result of the limited number available during the year, sleeper replacements had to be severely restricted, and the bulk of the purchases had to be used in keeping main lines up to the requisite standard. This has resulted in a deterioration of the condition of branch lines, and although safety considerations are not involved it may become necessary, pending a substantial increase in sleeper supplies, to reduce the speeds of trains on certain branches. Some lines may have to be closed and dismantled in order to enable rails to be provided for authorized war and associated requirements and possibly for strategic railway works.

Our inability in war time to obtain supplies of suitable canvas has resulted in the depletion of the stock of tarpaulins and a serious deterioration in the condition of the available supplies. We recently obtained a supply of low-grade canvas from abroad and are about to undertake the manufacture of replacement covers. This will entail very heavy expenditure. We have been obliged to obtain a by-law to protect ourselves, until such time as the position has been substantially improved, against claims in respect of damage to goods carried at owner's risk through the absence or defective condition of tarpaulins.

As referred to elsewhere in this Report, the Commonwealth has assumed very wide powers of control over rail transport. Although this control has so far been exercised by order or direction only to a relatively limited extent, it is having an appreciable influence on railway revenue in respect of interstate passenger traffic.

When control of rail transport by the Commonwealth was originally mooted, consideration was given by Commonwealth and State representatives to the question of the extent to which the Commonwealth should accept financial responsibility and the means by which its obligations should be assessed, but no decision was reached.

It would appear desirable for the question to be finalized as early as practicable so as to ensure that railway and State finance will be adequately safeguarded in the event of the further exercise of the Commonwealth's powers having a marked influence on railway gross revenue.

#### **Competitive Transport.**

Although petrol rationing, the "freezing" of motor accessories, and impressment of vehicles for defence requirements, had had some restrictive influence upon road competition, practically all the long-distance road services, both passenger and goods, remained in existence until about the middle of the year, operating with much the same frequency as formerly. Subsequently, under National Security Regulations, all such services as were deemed to be a non-essential duplication of other facilities were prohibited, unless they were being operated with producer gas, in which case they were permitted to continue until they could be diverted to essential work.

This prohibition resulted in the withdrawal of practically all of the many passenger services operating between the metropolis and various country and seaside resorts, and in a number of cases restricted the operations of such services in country districts where railway facilities were available. In several instances, railway and road services were co-ordinated with satisfactory results.

The restrictions upon road transport of goods were less pronounced. Many of the vehicles engaged in long-distance haulage on regular routes were fitted for producer gas operation, and it was not until late in the year that any appreciable number of them were diverted to other, non-competitive work. Generally the tonnage handled by the hauliers who continued to operate could have been readily carried by the railways with advantage to the State.

An important amendment of the Transport Regulation Act passed during the year by the State legislature removed from ancillary vehicles, i.e., those used solely for carrying the goods of their owners in the course of trade, the right to be licensed for operation anywhere throughout the State. The administrative Board was given discretionary powers to refuse licences for such operations beyond a radius of 20, 25 or 50 miles, according to the load capacity of the vehicles and the localities in which they are intended to be used. Up to the present the effects of the amendment have been obscured by the operation of National Security Regulations, but it should prove to be a valuable contribution towards the rationalization of road transport when normal conditions are resumed.

We again wish to draw attention to the probability of important post-war developments in commercial aviation. It can be forecast that many individual interests will seek to establish air services, and in the absence of effective control a recurrence of what happened during the early growth of road transport may be expected, namely, uneconomic duplication, expansion, and eventual contraction or failure. During these processes, chaotic conditions could be created, prejudicial not only to existing services, but also to the proper development of air transport itself.

We reiterate that it is not our conception that air operations should be restricted or controlled merely for the sake of conserving business to other forms of transport. It is inevitable and obviously desirable that civil aviation should continue to progress. We do suggest, however, that its commercial development should conform to an orderly and economic plan, based on its usefulness to the community rather than upon individual opportunism. Legislative action to achieve this is accordingly recommended.

### **Capital Expenditure, Loan Funds, &c.**

At 30th June, 1942, the aggregate expenditure on property and equipment, excluding stores and materials, was £81,349,236. After writing off the amount transferred to the State's general account as from 1st July, 1937, by Act No. 4429, and providing for depreciation since that date, the value of the assets at 30th June, 1942, excluding stores and materials, was £51,496,788.

Included in the Capital expenditure was an amount of £6,133,193 which had been provided from funds bearing no interest, the expenditure during the year being £234,133 for work charged to Trust Fund Railway Works (Defence purposes).

The total Loan liability at the close of the year after allowing for securities (£3,348,672) purchased by the National Debt Sinking Fund and cancelled, was £45,909,025, representing a net increase during the year of £302,336. The gross increase was £689,520, but this was reduced by payments to the State Loans Repayment Fund (£9,377), and securities purchased and cancelled by the National Debt Sinking Fund (£377,807).

### **Control of Railways by Commonwealth under National Security Act.**

On 10th December regulations were made under the National Security Act, by which the Commonwealth assumed powers of control over rail transport "with a view to the more effectual use thereof in connexion with any war in which His Majesty is or may be engaged and to require that rail facilities, equipment, and rolling-stock shall be subject to direction, requisition and control in the interests of the public security and the prosecution of any such war . . ."

In these regulations the control was vested in the Commonwealth Minister, who (without abnegating his authority) delegated his powers in respect of each system to the local Railways Commissioner—in the case of Victoria to the Chairman of Commissioners.

Under further regulations passed on 25th March, repealing those previously made, control is exercised through the medium of a Land Transport Board consisting of a Director-General of Land Transport, the Secretary of the Commonwealth Department of Transport, a member nominated by the Minister of State for the Army, a Director of Rail Transport, a Director of Road Transport, a member nominated by the War Railway Committee, and three additional members appointed by the Minister.

The powers assumed by the Commonwealth under the present, as under the original form of control, are extremely wide, but the administration and operation of the railways remain unchanged except as regards matters covered by Order or Direction.

On 13th December we were advised by the Federal Minister of Transport that Cabinet had decided to curtail rail and road services during the Christmas holiday period in order to restrict holiday travel, and especially long distance travel. In addition, limitations upon the granting of holidays were made under Federal Order. Arrangements were therefore made to cancel many of the special trains which had been advertised, including all special services from Melbourne to Sydney and Adelaide. In all, about 140 trains were cancelled.

Many passengers who had already booked for cancelled trains took advantage of the opportunity which was afforded them of obtaining a refund of their fares, as an alternative to endeavouring to book for some other train or time.

The usual extra services were also cancelled, or greatly curtailed, at the Australia Day, Labour Day, and King's Birthday week-ends, and at Easter. This action, although at Easter time it was taken in collaboration with the Federal authorities, would in any case have been dictated by the depletion of our coal reserves, of which separate mention is made elsewhere in this Report.

Apart from curtailments of Christmas and Easter holiday services, the following are matters in which, up till 30th June, Orders or Directions had been received or in which action had been taken at the request of the Federal Authorities:—

- Temporary restrictions upon carriage of tomatoes ;
- Departures in many instances from normal regulations, in the carriage of explosives or other munitions, and petrol in rail tank cars ;
- Prohibition generally of the carriage of articles the manufacture of which in Victoria and South Australia had been prohibited ;
- Carriage of petrol in one-trip drums ;
- Restrictions at various times upon the booking of passengers, and upon the public train services provided, between Melbourne and Perth ;
- Mixed Gauge Railway Operation. This order legalizes our operation of lines of Victorian gauge (or mixed gauge) constructed in New South Wales at border stations ;
- Carriage of tomatoes consigned in May from Geraldton, Western Australia, in open trucks without tarpaulins ;
- Restrictions at times upon the carriage of oats and barley between Melbourne and Albury ;
- Limitation to seven days of advance booking for Interstate passenger services (previously one month) ;
- Introduction, under Order dated 17th June, of Priority Permit system for controlling Interstate passenger traffic. This operated from 1st July, 1942, and was accompanied by a reduction in the Interstate express services.

Of these matters, the last-mentioned is the most important and of the greatest public interest. The civilian interstate traffic was exceedingly heavy, and the action of the Federal authorities aimed at its reduction with a view to leaving the important interstate routes more free for essential traffic. The system provides for preference being given to passengers in eight different groups, according to the order of classification, and prohibits interstate pleasure or holiday travel as well as other movements of specified types.

The power of the Federal authorities to determine an order of priority in the carriage of goods has not yet been exercised except in isolated respects indicated above. Under our own policy, however, a general preference is given to goods consigned to or by the Defence Department, or to other consignees if the goods are urgently required for use in essential services for the Defence Department.

### **Reduction in Train Services owing to Coal and Petrol Shortage.**

Important restrictions of train services were necessitated by the unsatisfactory position of fuel supplies.

In July, 1941, the stock of large coal, while much lower than desirable, was equivalent to the requirements for ten or eleven weeks at the then rate of consumption. Industrial and shipping troubles, however, severely limited our supplies, while on the other hand the volume of traffic involved an increase in consumption, with the result that in January the reserves were sufficient to meet the current requirements only for three and a half or four weeks.

In the meantime some savings were effected by the discontinuance of all country Sunday trains (except the interstate and special defence services) as from 14th December, and of special trains for such fixtures as school excursions, country race meetings, sports meetings, church and Sunday school picnics, "Back to" hometown celebrations, and country agricultural shows. In addition, as reported elsewhere, the Christmas services were, at the desire of the Commonwealth Government, substantially curtailed below those usually run.

These measures being quite insufficient to adjust the position, reductions in the ordinary country services became imperative, and were brought into effect as from 19th January in the case of passenger services, and as from 26th January and 2nd February in the case of livestock and goods services respectively.

In addition, the special trains usual at the Australia Day week-end were not provided. A similar course was followed at the Labour Day and King's Birthday week-ends, while at Easter the extra services were reduced, in collaboration with the Federal Authorities, very much below the usual level.

Shortly after the main reductions in country services had been arranged, we were able to supplement our supplies by coal overlanded from Lithgow, deliveries of which, in quantities averaging about 4,000 tons per week, commenced in the latter portion of February. We were therefore able to make, in gradual stages, some restitution of goods and livestock services, while a few of the passenger train services were reinstated as from 30th March.

The curtailments resulted in a saving, up till 30th June, of approximately 320,000 train miles.

With the greatly increased traffic demands for defence and civil requirements, the consumption of large coal has so increased that, even with the restrictions remaining, it substantially exceeds that at the commencement of the year. Our reserve position at the close of the year, though less critical than it was some months before, was still far from satisfactory.

The slack coal reserves also were much lower than is desirable, but the suburban services, (power for which is generated from this coal) were not affected, as we were able to make suitable arrangements to obtain a portion of the power requirements from the State Electricity Commission, through the medium of a frequency changer.

In consequence of a reduction of petrol supplies by 25 per cent, in August, 1941, the rail motor passenger services on a number of lines had to be curtailed. In some instances they were replaced by steam services of reduced frequency.

### **Defence Force Rates, Etc.**

Reduced rates for goods carried in truck loads, which in February of last year had been applied for the duration of the war to Defence Department consignments, have been extended to those of the U.S.A. Army and other Allied Forces.

As from 1st July, arrangements were made in conjunction with the Commonwealth and State Governments under which members (male or female) borne on the pay strength of the Australian Defence Forces—Navy, Army, or Air—may, when granted leave, travel free once a month to their homes.

This Department is compensated by the two Governments for the estimated value of the travel, the basis for the first six months being £84,000 per annum in the case of the Commonwealth and £114,000 per annum in the case of the State Government. The question of the basis of subsequent payments is under review.

Apart from the monthly home leave concession, members of the forces when paying their own fares can make a return journey on country lines for little over half the ordinary single fare. No Governmental recoup is received in respect of this concession, which is available also to all members of the Allied Forces.

For duty travel intrastate to and from camps in Victoria, the Defence and Allied Forces are charged two-thirds fare for single journeys. No concession is made in the case of return journeys, as the ordinary fare is equal only to single fare plus one-third.

### **The Railway Staff and the War.**

At 30th June, 2,481 officers and employees had been released to the armed forces. We regret to record that 29 are known to have lost their lives. A list of their names appears elsewhere in this Report. A number of others are missing. In addition to those released for active service, 313 officers and employees were loaned to Commonwealth Government Departments engaged in war activities. The total of 2,794, which represents an increase of 1,015 for the year, is exclusive of the equivalent of approximately 1,640 who were directly engaged in the manufacture of munitions, armaments and tools for defence requirements.

Due to the extension of hostilities to the Pacific, we were obliged during the latter half of the year to be much more conservative in the release of staff. The large body of men already released has under present conditions and increased traffic proved to be excessive, especially when coupled with a substantial number of resignations and our inability to obtain replacements.

The difficult position thus created was relieved to an extent by savings in manpower by the deferment of many works, the curtailment of tourist, commercial and advertising activities, the elimination of a large amount of clerical and statistical work, and the replacement of many males by females. In a little over 3 years the number of female employees (excluding caretakers and gatekeepers) has increased from 883 to 1,590, or by 80 per cent.

By the working of a large amount of overtime, and the deferment of annual leave, we have been able to carry on, but the stage was reached some months ago when appreciable additions to the staff were necessary to enable civilian and war transport requirements to be satisfactorily provided for. We accordingly made application for the release from the armed forces of 40 enginemen, 30 transportation operating employees and 200 labourers, but up to the present none have been made available.

During the last six months, advantage has been taken frequently of the offer of staff employed in the administrative offices and elsewhere to assist in the unloading of trucks at the Melbourne Goods Sheds after the completion of their normal duties, payment being made at the casual labourer's rate. Although strange to the heavy work involved, the men concerned quickly adapted themselves to requirements, and their contribution to the prompt release of rolling stock is much appreciated.

The Victorian Railways Patriotic Fund Committee, with the support of the staff generally, continued the good work referred to last year. Up to 30th June the total amount raised in cash and goods since the inauguration of the fund, without any overhead cost having been incurred, exceeded £18,000, which was disbursed in the purchase of five army ambulances and in donations to the Australian Comforts Fund, Australian Red Cross, British Bombing Victims Appeal, and other movements connected with the war. In addition, more than £3,000 was contributed to local war funds by country auxiliary committees.

### **Air Raid Precautions.**

Following the entry of Japan into the war, action was taken to accelerate the implementing of Air Raid Precautions plans, which had been previously developed in conjunction with the State Emergency Council.

In the event of an alarm it is proposed to run sufficient trains to transport any passengers already gathered at the metropolitan stations. Members of the public on railway premises elsewhere will be requested, following the precedent established in England, to disperse to the nearest public shelter for protection. At the metropolitan stations, considerations of space effectively prevent the provision of any adequate air raid shelters, but first-aid posts, suitably protected against splinters, are being established at Flinders-street station as labour and material permit, for the treatment of the injured.

The provision of structural protection against blast and bomb fragmentation for essential plant and equipment and vital buildings, in accordance with recognized standards, is almost completed at all important centres.

Similarly, protection is provided at many places throughout the metropolitan area and at country centres, for personnel whose duties will admit of their seeking shelter.

Progress with other protective works was handicapped by lack of labour and material. In the provision of trenches these difficulties were partially overcome by the co-operative effort of employees at various locations, who voluntarily dug trenches in their own time, for which they were paid at the casual labourer's rate. We wish to record our appreciation of their action. Departmental skilled labor was used to construct the necessary revetments.

At all important locations where staff are available in sufficient numbers, essential A.R.P. personnel have been organized and trained to cover all requirements, including first-aid and fire-fighting. In addition, members of the staff have been instructed in the use of the ordinary fire-fighting appliances distributed throughout railway premises, and in the approved methods of dealing with small magnesium and other incendiary bombs. Although any dislocated railway services will be restored by the Department it has been arranged that, at a number of locations with limited staff, the assistance of the civil organizations will be available for fire-fighting and provision of first-aid services. The ready co-operation of the various municipalities in this regard is gratefully acknowledged.

Stocks of vital materials have been distributed throughout the State as a precaution against loss by enemy action.

Except in a few localities where progress has been retarded by shortage of staff and material, railway premises have been treated to conform to the requirements of lighting restriction regulations. Passenger carriages and electric trams have been similarly treated.

### **Suburban Traffic Requirements.**

Up to the present, practically no opportunity has arisen of proceeding with the comprehensive scheme for the re-organization of the metropolitan and suburban rail facilities. The only work in hand is the "fly-over" at Burnley, and on this item progress has been delayed by shortage of man power.

It is very important, for the handling of future traffic, that the proposed additional terminal and track facilities should be provided. As we have previously mentioned, conditions on the Frankston and Box Hill lines are already acute at peak periods. Fortunately from this point of view, the increase in traffic during the year was most noticeable outside the normal peak periods, owing to the number of workers now employed on shift work or working overtime. Many service adjustments, involving some additional train mileage, were made to cater for the altered conditions.

### **The Wheat Harvest.**

The area sown with wheat in Victoria for the 1941-42 season comprised 2,757,080 acres, and the total production amounted to 46,953,840 bushels. In the previous season, when severe drought conditions were experienced, the corresponding figures were lower by 84,352 acres and 33,432,418 bushels. The average yield per acre increased from 5.06 to 17.03 bushels, and this compared with 15.93 bushels in 1939-40.

Comparative figures are given hereunder as to the wheat produced and railed during the last five years:—

Year.	Number of Bushels Produced in Victoria.	Number of Bushels of Wheat Carried by Rail from Country Districts in Victoria, New South Wales, or South Australia.		
		In Bags.*	In Bulk.	Total.
1941-42 .. .. .	46,953,840	8,205,249	12,555,456	20,760,705
1940-41 .. .. .	13,521,422	12,147,246	5,691,795	17,839,041
1939-40 .. .. .	45,054,592	26,977,026	6,033,999	33,011,025
1938-39 .. .. .	18,104,369	19,781,520	..	19,781,520
1937-38 .. .. .	48,173,191	44,851,584	..	44,851,584
Record years (1915-16 for production; 1916-17 for carriage) .. .. .	58,521,706	55,385,466	..	55,385,466

\* Calculated at 3 bushels to the bag

The quantity of wheat exported amounted to 1,183,467 bags, compared with 1,081,025 in 1940-41.

The "carry-over" at the close of each of the last two years is indicated hereunder:—

—	Quantity of Wheat (in bushels) stacked at 30th June—					
	1942—			1941—		
	In Bags.	In Bulk.	Total.	In Bags.	In Bulk.	Total.
At Williamstown .. .. .	1,199,655	..	1,199,655	1,164,861	..	1,164,861
At Geelong .. .. .	1,929,264	1,018,632	2,947,896	1,650,006	..	1,650,006
At Country Stations .. .. .	15,185,601	9,226,278	24,411,879	634,770	1,766,349	2,401,119
Total .. .. .	18,314,520	10,244,910	28,559,430	3,449,637	1,766,349	5,215,986

### Rolling-Stock Construction.

New rolling-stock completed during the year comprised eleven "K" class locomotives, and 341 general service trucks specially equipped for the carriage of wheat in bulk.

The construction of six of an authorized group of ten "X" class locomotives was commenced, but has been seriously retarded by inability to obtain essential materials.

Two wrecking cranes, each with a lifting capacity of 60 tons, are nearing completion, while some progress was made in the construction of three tram cars of modern design for use on the St. Kilda-Brighton line.

### Producer Gas.

Satisfactory progress has been made in the conversion of motor vehicles from petrol to producer-gas operation with the object of conserving liquid fuel. By the close of the year 55 of the Department's vehicles, comprising 36 road trucks, 5 road cars, and 14 rail motors, had been equipped with producer units. In addition, 11 road cars used, under departmental subsidy, by officers in the course of their duties, were converted. Further installations were in hand when the year closed.

The savings in petrol have already been substantial, and the possibilities in this respect will be progressively greater with the wider experience and education of the staff concerned in the operation and maintenance of the converted vehicles.

There has been a small loss of efficiency in operation, which has necessitated a slight extension of running schedules because of slower speeds.

There has been no evidence that the use of present-day gas-producer equipment has resulted in additional engine wear.

### **Way and Works Branch.**

In addition to its normal activities, this branch has undertaken a great deal of special work in designing and constructing sidings to serve munition and other defence establishments.

Much of the man power available for special works was absorbed in installations of this kind, thereby limiting what could be done in overtaking arrears of maintenance. The general condition of the lines of way, &c., was affected by the necessary diversion of men and material, but the more important lines were well maintained, and some sections were reconditioned or relaid with heavier and welded rails.

By the duplication of the short section of single line between Goulburn Junction and Seymour, at the expense partly of the Commonwealth and partly of this Department, a double track on the important north-eastern route is now available from Melbourne to Mangalore.

Timber bridges near Mooroopna and Bunyip were replaced by new erections with steel superstructure and concrete and timber piers.

### **Suburban Electrification Equipment.**

#### *Newport Power Station.*

Although most of the boiler plant required for the first section of the scheme for replacing and modernizing the Newport "A" Power Station plant has been delivered, progress in its erection has been delayed somewhat by the contractor's difficulties in obtaining adequate staff. Representations were made through appropriate channels to the Commonwealth man-power authorities as to the urgency of this work, as upon it depends the installation of the new turbo-alternator which was delivered towards the end of the year.

It is necessary that the erection of this machine be proceeded with as soon as possible after the heavy winter power demands have passed. It will represent an essential addition to the State's generating equipment, and will be necessary to supplement production in order to meet the greatly increased and growing power demand for industrial and general public consumption.

The new plant will also effect a saving in coal to the extent of approximately 30,000 tons per annum.

#### *Supervisory Control Equipment.*

Supervisory control equipment was installed in 25 sub-stations and tie stations during the year. Thirty-five stations are now in commission. This equipment provides the Control Engineer with an immediate knowledge of the state of all important points on the electric power distribution system, and enables him to supervise and control their operation effectively.

#### *Tie Stations.*

In connexion with the general sectioning scheme being applied to the 1,500-volt distribution system, four additional tie stations were commissioned during the year.

### **Stores and Materials.**

The value of the stocks held at 30th June (excluding Railway Construction and Refreshment Services Stocks) was £1,481,264, or £95,472 more than at the close of the preceding year. The increase was due to the provision of essential materials for the current year's construction programmes, and to the higher prices of coal and commodities generally.

Issues reached a value of £3,365,941, and represented an average turnover of 2.27, compared with 1.96 in the preceding year.

War conditions, including growing defence requirements, have continued to accentuate the difficulties associated with the purchase of materials. We gratefully acknowledge assistance given in many instances by the Ministry of Munitions (Materials Supply, Machine Tools and Gauges, and Timber Control) and by the Division of Import Procurement.

In some cases the Lease-Lend agreement has enabled us to obtain deliveries with less delay than would otherwise have been experienced.

As a result of the policy of building up reserves of essential materials, and through the use of many substitutes and modified operating practices, adequate stocks of most items of vital importance are now held, coal being a notable exception.



### Coal Supplies.

The quantities of coal purchased during the year were as follows :—

—				From State Coal Mine.	From Other Victorian Mines.	From New South Wales.	Total.
				Tons.	Tons.	Tons.	Tons.
Large Coal	..	..	..	103,366	—	324,829	428,195
Small Coal	..	..	..	75,939	2,150	79,562	157,651
Total	..	..	..	179,305	2,150	404,391	585,846

These supplies virtually balanced the consumption, which amounted to 423,236 tons of large and 158,770 tons of small coal, but the position as regards coal reserves has deteriorated, having regard to the current rate of consumption. Under a separate heading, reference is made to the measures taken to counteract the inadequacy of normal supplies, including the overlanding of quantities of coal from Lithgow at substantially increased expense.

On several occasions special representations have been made to the Commonwealth Coal Board emphasizing the need for increased supplies, so that more adequate reserves to meet emergencies may be accumulated.

The price of Maitland coal rose considerably during the year, the increases totalling 5s. 4 2d. per ton for large, and 4s. 10 2d. per ton for small coal. The prices paid to the State Coal Mine at Wonthaggi were adjusted proportionately, i.e., according to relative efficiency. In the case of Lithgow coal, there was a relatively small increase during the year in prices at the pit, but, because of variations in the conditions of purchase, the cost of deliveries at the New South Wales border showed a substantial increase in the latter portion of the year.

The average issuing rates for all classes of coal for the year were 32s. 9 9d. for large coal, and 26s. 1 26d. for small coal, compared with 27s. 4 84d. and 21s. 0 8d., respectively, in 1940-41.

### Refreshment Services.

The increase in country passenger traffic, including the movement of Defence Forces, has naturally been reflected in the task of the Refreshment Services organization, the revenue from these services, including dining cars, being £674,432, by comparison with £519,248 in the preceding year.

Special arrangements had frequently to be made at short notice to cater for troops at places where no local facilities existed, or during unusual night hours, and we wish to acknowledge the excellent work done by our staff in this respect, as well as the valuable assistance given by voluntary workers.

In order to provide increased accommodation for passengers, most of the buffet cars which were in service have been withdrawn. On the Bendigo line this action was taken on 20th June, while on the Adelaide express and Horsham services the change coincided with the close of the financial year.

Another change brought about by increased patronage was the conversion of most of the remaining dining-rooms at country stations into buffets. Locations at which this alteration was made during the year were Ararat, Ballarat, Benalla, Bendigo, Geelong, Shepparton, Wangaratta, and Warragul.

Having regard to the possibilities in the event of an air raid, the Children's Nursery at Flinders-street, although enjoying a high degree of popularity, was closed on 26th January.

Results of operating The Chalet, Mount Buffalo National Park, appear in Appendix No. 13.

### Tourist Services.

Tourist travel, in the true sense of the term, has been so much reduced by war influences that all the interstate branches of the Victorian Government Tourist Bureau, as well as the Eastern States Bureau in Perth, have been closed for the time being, and tourist publicity has been suspended.

Throughout the year, however, there was exceedingly heavy travel in Victoria and to neighbouring States for recreative purposes, including the movement of munition and other workers seeking restoration after periods of arduous work and long hours. Nearly all the accommodation houses available at health and holiday resorts (including The Chalet, Mount Buffalo National Park) were consistently well patronized.

The Victorian Government Tourist Bureau in Melbourne, though stripped of some of its usual activities, experienced an exceedingly busy year because of the buoyancy of passenger traffic generally. Its revenue collections exceeded those of the preceding year (which had constituted a record) by approximately 10 per cent.

The discontinuance of some of its activities has enabled a substantial reduction to be made in the Bureau staff, while a number of the remaining positions have been filled by women, releasing men for active service or for work elsewhere.

The commission earned for booking for other services—guest houses, airways, road services, &c.—amounted to £5,690.

### The Staff.

The total permanent and supernumerary staff (including butty gang workers) at the commencement of the year was 25,380, while casual labour to the equivalent of 457 full-time employees brought the total to 25,837. At 30th June, 1942, the comparable figures were 24,845 and 495 respectively, making a total of 25,340. There was thus a reduction of 497 on the basis of the staff at the close of the two years, but because of the greatly increased extent of the overtime worked in 1941-42, and other factors, the comparison does not convey a proper appreciation of the relative position. A more accurate contrast is provided by converting into normal-time units the total time paid for. In 1941-42 this represented the equivalent of 27,504 full-time employees working six days per week, compared with 25,320 for the preceding year, or an increase of 2,184.

All these figures include a large number of men engaged in the manufacture of munitions, armaments and tools for war requirements and other defence works, as well as men engaged in railway works debitable to capital or other non-operating funds. The time debitable to railway working expenses represented the equivalent of 22,967 normal-time employees, an increase of 1,061 over the corresponding figure (21,906) in 1940-41.

Provision was made for the training of future artisans by the appointment of 169 apprentices to various trades.

### Salaries and Wages.

The amounts disbursed in salaries and wages during the past three years, excluding payments made from Unemployment Relief Funds and payments made to butty gang workers, were :—

	£				
1939-40 .. .. .	..	..	..	..	6,177,177
1940-41 .. .. .	..	..	..	..	6,661,937
1941-42 .. .. .	..	..	..	..	7,786,251

### Pensions.

The amounts paid in pensions are contrasted below with the corresponding payments in the preceding year :—

	1941-42.	1940-41.	Increase (+) or Decrease (-) in 1941-42.
	£	£	£
Pensions under Superannuation Act .. .. .	387,758	383,274	+ 4,484
Pensions to officers and employees who were in the Service on 1st November, 1883 .. .. .	84,349	92,109	- 7,760
<b>Total .. .. .</b>	<b>472,107</b>	<b>475,383</b>	<b>- 3,276</b>

### **Wage Fixing Tribunals.**

Following the grant by the Arbitration Court of a war-time loading to officers and employees covered by its awards, the Court requested the Railways Classification Board, in its Federal jurisdiction, to make a quick survey of marginal rates.

A case was presented by the respective Unions for increased rates to all grades included in the awards made in favour of the Australian Railways Union and the Federation of Salaried Officers, and after investigations by the Board awards were made by the Court, granting increases to 8,066 officers and employees, at a cost of approximately £62,725 per annum.

The Court also made awards during the year in favour of officers in receipt of over £500 per annum and employees in the Commercial Printing Industry, which increased expenditure by approximately £3,017 per annum. In addition, following a decision in respect of the New South Wales Railways, the Court awarded substantial increases to 280 Suburban Guards, at an annual cost of £8,638.

Cost of living adjustments increased the basic wage from 14s. 2d. to 14s. 4d. on 3rd August, 1941, to 14s. 8d. on 1st February, 1942, and to 15s. on 10th May, 1942. Such increases represent an additional cost of approximately £311,627 per annum.

The Railways Classification Board made an award applying war loadings to the small number of officers and employees under its State jurisdiction, the expenditure involved being approximately £500 per annum.

Increases granted by State Wages Boards in respect of the few employees still remaining under determinations of such Boards added a further amount of approximately £6,393 per annum to the wages bill.

In all, the increased payments to the staff represented an additional annual cost of approximately £392,900.

### **Ambulance.**

The need for railway men to become proficient in ambulance work, more especially under present-day conditions, has been impressed upon the staff with satisfactory results.

Enrolments in the various classes of instruction numbered 2,319. Of these 1,069 were examined, and 883 passed the tests, either in the first or in a higher course.

The district competitions and the final tests at Mount Evelyn both indicated a high standard of efficiency. The competitors at the district events comprised 54 ambulance corps and 228 individuals. In addition, 450 individuals passed through an "A.R.P." First Aid Course during the year.

### **Education and Recreation.**

A net increase in membership of 207 is reported by the Council of the Victorian Railways Institute, bringing the total membership to a record of 16,208.

The educational classes in Melbourne and in country centres, in railway and general subjects, were availed of by 2,457 students.

New centres were opened at Korumburra, Shepparton, and Warragul.

### **Departmental Road Services.**

Following upon the withdrawal under National Security Regulations of the private road passenger services from Melbourne, arrangements were made for the operator to take over, as from 19th December, the local services which we had provided from Upper Ferntree Gully to Belgrave, Monbulk and Cockatoo.

In the interests of economy of petrol, the service from Sandringham to Beaumaris was discontinued as from 2nd January. For the same reason the public goods road service between Melbourne and Geelong ceased on 13th December, but terminal collection and delivery services were retained.

At the close of the year the only Departmentally-operated public services for passengers (apart from that between The Chalet and Porepunkah) were those which take the place of rail services between East Camberwell and East Kew, and (during certain off-peak hours) between Hawthorn and Kew.

### State Coal Mine.

After the payment of working expenses (including £2,350 expended on Air Raid precautions), loan redemption and interest charges, and allowing £17,306 for depreciation, the operation of the Mine resulted in a loss of £113,258.

The quantity of coal won during the year was 282,551 tons. The saleable output was 261,376 tons. Of this quantity 179,429 tons were supplied for railway use, 11,586 tons to other Public Departments, and 70,361 tons to the general public.

The time lost as a result of strikes, stopwork meetings, and the like was 7 days, as compared with 24 days in the preceding year.

The amount disbursed in wages was £356,258, and the net average earnings of contract miners were 29s. 9.68d. per shift.

The number of persons employed at 30th June was 1,129.

### Acknowledgment of Services of Staff.

War-time conditions, with the attendant demand upon man power, have imposed an appreciable strain upon the operating staff. Substantial overtime (which applied also to men engaged upon munition work) has been inevitable, as well as some deferment of annual leave.

We are very pleased to record our gratification at the manner in which the employees have responded to the special calls made upon them in handling traffic of record dimensions. Excellent service has been rendered under difficult conditions.

### Heads of Branches.

The Heads of Branches throughout the year were:—

Secretary .. .. .	Mr. E. C. Evers.
Chief Mechanical Engineer .. .. .	Mr. A. C. Ahlston.
Chief Civil Engineer .. .. .	Mr. A. G. Fletcher.
General Superintendent of Transportation .. .. .	Mr. M. A. Remfry.
Chief Electrical Engineer .. .. .	Mr. H. P. Colwell.
Comptroller of Accounts .. .. .	Mr. L. J. Williamson.
General Passenger and Freight Agent .. .. .	Mr. J. McClelland.
Comptroller of Stores .. .. .	Mr. H. S. Sergeant.
Superintendent of Refreshment Services .. .. .	Mr. A. W. Keown.

The services of Mr. Keown, however, were specially requisitioned by the Commonwealth Government in February last to undertake important work in the Department of Labour and National Service. Mr. H. L. Kennedy, who normally occupies the position of Assistant Superintendent of Refreshment Services, is acting as Superintendent in his place.

### Appendices, &c.

The balance-sheet for the year and various accounts, statements, and other information are embodied in the appendices, a list of which is shown in the front of this Report.

Owing to the curtailment of statistical work, the following appendices, which appeared in previous reports, cannot be compiled:—

- Persons killed or injured during last ten years ;
- Comparative analysis of passenger traffic and revenue ;
- Comparative analysis of goods and livestock traffic and revenue.

We have the honour to be,

Sir,

Your obedient servants,

N. C. HARRIS, Chairman,	} Victorian Railways Commissioners.
M. J. CANNY,	
R. G. WISHART,	

LIST OF OFFICERS AND EMPLOYEES WHO HAVE LOST THEIR  
LIVES WHILE ON ACTIVE SERVICE.

Name.	Grade.	Service.
Armstrong, N. G. .. ..	Supernumerary Lad Labourer .. ..	A.I.F.
Bendle, J. W. .. ..	Parcels Porter .. ..	"
Carey, J. V. .. ..	Porter .. ..	R.A.N.
Carrick, A. F. .. ..	Supernumerary Labourer .. ..	A.I.F.
Cleary, J. P. .. ..	Casual Labourer .. ..	"
Downie, J. A. .. ..	Porter .. ..	"
Ellen, W. J. .. ..	Supernumerary Repairer .. ..	"
Evans, D. D. .. ..	Repairer .. ..	"
Fartch, N. L. .. ..	Operating Porter .. ..	"
Gordon, W. G. .. ..	Boilermaker .. ..	R.A.N.
Hancock, L. G. .. ..	Shunter .. ..	A.I.F.
Johnson, H. H. .. ..	Supernumerary Fireman .. ..	R.A.N.
Ladlow, A. T. R. .. ..	Supernumerary Lad Labourer .. ..	"
Lapsley, R. E. .. ..	Apprentice Fitter and Turner .. ..	R.A.A.F.
Larsen, L. T. .. ..	Porter .. ..	A.I.F.
Lawley, R. H. .. ..	Supernumerary Motor Driver .. ..	"
Lillis, A. G. F. .. ..	Fireman .. ..	"
McKenzie, H. D. .. ..	Repairer .. ..	"
McLean, J. W. .. ..	Engine Cleaner .. ..	"
Parkinson, R. A. G. .. ..	Lad Porter .. ..	"
Phelps, G. M. .. ..	Shunter .. ..	"
Riordan, W. D. A. .. ..	Supernumerary Repairer .. ..	"
Roberts, E. L. .. ..	Porter .. ..	"
Seater, H. J. .. ..	Engine Cleaner .. ..	"
Smail, T. G. .. ..	Sub-station Assistant .. ..	R.A.A.F.
Spink, A. .. ..	Labourer .. ..	A.I.F.
Trickey, W. J. .. ..	Supernumerary Lad Labourer .. ..	"
Wells, A. E. .. ..	Porter .. ..	"
Williams, J. P. C. .. ..	Storeman .. ..	"

## APPENDIX

## BALANCE-SHEET AT

LIABILITIES.		£	s.	d.	£	s.	d.
Face value of stocks and bonds allocated to the Railways .. ..		49,257,697	16	0			
Less securities purchased and cancelled by the National Debt Sinking Fund .. .. .		3,348,672	7	2			
					45,909,025	8	10
Contribution from Revenue, &c., and the National Recovery Loan for Capital purposes—							
Proceeds of sale of State Lands .. .. .		2,825,740	6	1			
Consolidated Revenue .. .. .		1,377,782	15	4			
Developmental Railways Account .. .. .		108,501	5	1			
		£	s.	d.			
National Recovery Loan .. .. .	2,561,261		2	1			
Unemployment Relief Fund .. .. .	2,761		0	0			
Commonwealth Defence Works Unemployment Relief Fund .. .. .	55,499	17	6				
Trust Fund Railway Works Defence Purposes .. .. .	352,758	11	8				
	2,972,280	11	3				
Less expenditure on other than Capital Works .. .. .	1,151,112	7	2				
		1,821,168	4	1			
					6,133,192	10	7
Advances from Public Account (Act No. 334I) for Capital purposes .. .. .					216,848	4	8
Advances from Public Account (Act No. 334I, section 7) to supplement the funds in the Railways Stores Suspense Account .. .. .					112,450	0	0
National Debt Sinking Fund Reserve .. .. .					3,524,934	4	9
Railway Accident and Fire Insurance Reserve .. .. .					100,000	0	0
Railway Renewals and Replacements Reserve .. .. .					2,112,767	14	5
Creditors—							
Sundry Accounts .. .. .					905,055	0	2
Consolidated Revenue—							
For income payments from Revenue Debtors .. .. .		784,561	16	1			
For deficits financed since 1st July, 1937 .. .. .		914,279	5	5			
					1,698,841	1	6
Depreciation accrued from 1.7.37 to 30.6.42 (Assets reduced accordingly) .. .. .		3,178,354	3	5			
Less: Met by cash appropriations, sundry sales and other cash credits (as per Appendix No. 21) .. .. .		3,178,354	3	5			

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£60,713,114 4 11

E. A. PEVERILL,  
Auditor-General.

9/9/42.

No. 1.

30TH JUNE, 1942.

		ASSETS.								
		£	s.	d.	£	s.	d.	£	s.	d.
Railways—										
Way, Works, Buildings and Equipment	..	44,506,669	15	4						
Rolling Stock	.. .. .	6,584,294	6	10						
					51,090,964	2	2			
Electric Tramways—										
Way, Works, Buildings and Equipment	..	120,857	13	11						
Rolling Stock	.. .. .	19,332	17	2						
					140,190	11	1			
Road Motor Public Services—										
Buildings and Equipment	.. .. .	7,072	5	9						
Rolling Stock	.. .. .	3,009	18	10						
					10,082	4	7			
Railways under construction	.. .. .				222,490	6	6			
Bridges for Railways not yet constructed	.. .. .				33,061	2	7			
					51,496,788	6	11			
Stores and Materials	.. .. .	1,492,108	6	6						
Stores and Equipment at Refreshment Rooms, etc.	.. .. .	135,122	4	4						
Materials in course of manufacture	.. .. .	96,641	12	11						
					1,723,872	3	9			
								53,220,660	10	8
Discounts and Expenses on Loans, less Premiums	.. .. .							8,533	9	5
Deferred Renewals, Replacements and Maintenance Works from Loan Funds	.. .. .							522,485	17	10
Railway Renewals and Replacements Account	.. .. .							2,112,767	14	5
Cash at stations and in transit	.. .. .							79,482	19	3
Funds at Treasury—										
Trust Fund Surplus Railway Land	.. .. .				314	18	0			
Railway Accident and Fire Insurance Fund	.. .. .				100,000	0	0			
Railway Renewals and Replacements Fund—										
Cash	.. .. .	1,762,767	14	5						
Investment	.. .. .	350,000	0	0						
					2,112,767	14	5			
Railway Charges in Suspense	.. .. .				190,934	4	5			
Railways Stores Suspense Account	.. .. .				53,544	16	0			
Railways Repayment Fund	.. .. .				1,451	18	1			
National Debt Sinking Fund	.. .. .				176,261	17	7			
								2,635,275	8	6
Trust Securities	.. .. .							60,267	13	6
Sundry Debtors—										
Revenue Debtors to Consolidated Revenue	.. .. .				705,078	16	10			
Other Debtors	.. .. .				454,282	9	1			
								1,159,361	5	11
Accumulated Deficit from 1.7.37 to 30.6.41	.. .. .				1,563,626	11	6			
Surplus for the year 1941-42	.. .. .				649,347	6	1*			
Net Accumulated Deficit from 1.7.37 to 30.6.42	.. .. .							914,279	5	5
								£60,713,114	4	11

\* After charging against current year's working £1,005,809 7s. 9d. to meet accrued depreciation of former years.

L. J. WILLIAMSON,  
Comptroller of Accounts.

19/8/42.

## APPENDIX No. 2.

ABSTRACT OF WORKING EXPENSES FOR THE YEARS ENDED 30TH JUNE, 1942 AND 1941  
(EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

	Year ended 30th June—			Year ended 30th June—	
	1942.	1941.		1942.	1941.
Average Miles of Single Track Open, including Sidings .. .. .	6,120	6,136			
	£	£		£	£
<b>A.—MAINTENANCE OF WAY AND WORKS.</b>					
Superintendence .. .. .	174,504	175,292			
Stationery, Printing and Advertising .. .. .	6,430	6,115			
Maintenance and Renewals of the Permanent Way .. .. .	898,360	851,740			
Fences, Gates, Cattle Guards, Roadways, Crossings, Signs, &c. .. .. .	55,378	56,126			
Slips and Flood Repairs .. .. .	1,570	3,628			
Bridges, Tunnels, Culverts, Retaining Walls and Drains .. .. .	118,768	74,278			
Piers and Wharfs .. .. .	36	119			
Weighbridges, Scales, Lifting Cranes, &c. .. .. .	24,971	24,760			
Electric Power Station Buildings .. .. .	5,206	6,128			
Other Buildings, Platforms and Fixtures .. .. .	308,577	246,265			
Stock Yards .. .. .	17,721	13,991			
Water Services .. .. .	26,930	22,363			
Machinery, Tools and Supplies .. .. .	87,418	81,531			
Signals and Interlocking, Signal Boxes and Track Bonds .. .. .	194,300	172,027			
Telegraph and Telephone Lines and Instruments .. .. .	39,503	34,013			
Injuries to Employees or others .. .. .	8,040	7,777			
Betterments .. .. .	1,839	4,724			
Other Expenses .. .. .	4,346	7,088			
Road Motors—Domestic Service .. .. .	106				
Charges by other Branches not allocated—					
	£				
Transportation .. .. .	440				
Rolling Stock .. .. .	2,441				
Electrical Engineering .. .. .	6,508				
Stores .. .. .	220				
Miscellaneous Operations .. .. .	4,665				
General Expenses .. .. .	14,306				
	1,988,309	1,787,963			
<b>ROLLING STOCK.</b>					
<b>B.—GENERAL SUPERINTENDENCE, ETC.</b>					
General Superintendence .. .. .	27,962	31,226			
Stationery, Printing and Advertising .. .. .	1,447	1,361			
	29,409	32,587			
<b>C.—MAINTENANCE OF ROLLING STOCK.</b>					
Motive Stock—					
Steam Locomotives .. .. .	672,267	684,984			
Electric Locomotives .. .. .	3,046	3,030			
Electrical Equipment of Electric Coaching Stock .. .. .	38,429	36,514			
Coaching Stock, excluding Electrical Equipment .. .. .	316,153	302,045			
Goods Stock .. .. .	232,456	213,168			
Rail Motors .. .. .	24,943	32,484			
Road Motors—Domestic Service .. .. .	2,129				
Charges by other Branches not allocated—					
	£				
Transportation .. .. .	525				
Way and Works .. .. .	Cr. 788				
Electrical Engineering .. .. .	5,844				
Stores .. .. .	109				
Miscellaneous Operations .. .. .	Cr. 695				
General Expenses .. .. .	9,839				
	14,834				
	1,304,857	1,272,225			
<b>D.—MOTIVE POWER.</b>					
Superintendence .. .. .	58,102	55,115			
Running Sheds, Labour and Supplies .. .. .	79,527	86,067			
Drivers and Firemen .. .. .	630,005	520,039			
Coal, Wood and Kindlers for Locomotives, including Handling, Inspection, &c. .. .. .	731,293	545,827			
Oil, Tallow, Waste and other running supplies .. .. .	27,754	24,012			
Water .. .. .	26,467	25,826			
Electric Motormen, including Superintendence, Uniforms, and Supplies .. .. .	161,771	146,559			
Rail Motor Operation .. .. .	29,359	37,917			
Other Expenses .. .. .	3,795	3,979			
Injuries to Employees or others .. .. .	3,944	3,158			
	1,752,017	1,448,499			
<b>E.—EXAMINATION AND LUBRICATION OF COACHING AND GOODS VEHICLES.</b>					
Excluding Electrical Equipment .. .. .	71,485	65,420			
Electrical Equipment .. .. .	10,139	9,513			
	81,624	74,933			
<b>F.—TRANSPORTATION AND TRAFFIC.</b>					
General Superintendence .. .. .	164,313	165,469			
Stationery, Printing and Advertising .. .. .	64,424	64,569			
Station Yard and Signal Service—					
Salaries, Wages, &c., of Staff .. .. .	1,698,957	1,511,644			
Fuel and Light .. .. .	33,635	38,407			
Uniforms for Staff .. .. .	12,829	12,318			
Other Supplies .. .. .	35,804	43,133			
Other Expenses .. .. .	17,566	16,090			
Gatekeeping .. .. .	26,924	35,987			
Guards and Conductors—					
Wages and Expenses .. .. .	281,606	238,670			
Uniforms and Supplies .. .. .	3,978	3,571			
Cleaning, Icing, &c., of Carriages .. .. .	70,278	91,407			
Supplies, &c., for Carriages .. .. .	16,633	20,248			
Light for Carriages .. .. .	13,544	15,629			
Repairs and Renewals of Tarpaulins and Lashings .. .. .	20,071	32,069			
Rail Motor Operation .. .. .	4,413	5,790			
Operation of Grain Elevators and Grain Conveyors .. .. .					
Operation of Coal Shipping Plants .. .. .					
Injuries to Employees .. .. .	6,947	5,473			
Loss and Damage to Property and Goods .. .. .	4,407	3,612			
Compensation, Personal .. .. .		2			
Other Expenses .. .. .	3,855	5,573			
Road Motors—Domestic Service .. .. .	2,397				
Charges by other Branches not allocated—					
	£				
Way and Works .. .. .	17,707				
Rolling Stock .. .. .	37,360				
Electrical Engineering .. .. .	6,704				
Stores .. .. .	129				
Miscellaneous Operations .. .. .	2,355				
General Expenses .. .. .	9,361				
	73,616				
	2,556,197	2,310,561			
<b>G.—ELECTRICAL ENGINEERING BRANCH.</b>					
General Superintendence .. .. .	20,293	17,963			
Stationery, Printing and Advertising .. .. .	531	668			
Power Station .. .. .	383,170	259,417			
Transmission, Distribution Systems and Sub-Stations .. .. .	98,354	90,911			
Injuries to Employees or others .. .. .	341	223			
Other Expenses .. .. .	26	1,412			
Other Operations .. .. .	Cr. 35,967	Cr. 48,202			
Electrical Energy Purchased .. .. .	31,458	9,407			
Charges by other Branches not allocated—					
	£				
Transportation .. .. .	25				
Way and Works .. .. .	1,040				
Rolling Stock .. .. .	1,127				
Stores .. .. .	7				
Miscellaneous Operations .. .. .	7				
General Expenses .. .. .	805				
	3,011				
	501,217	331,799			
<b>H.—MISCELLANEOUS OPERATIONS.</b>					
Dining Car Service .. .. .	54,835	49,837			
Refreshment Rooms Service .. .. .	499,264	400,211			
Advertising Service .. .. .	13,364	15,601			
Bookstalls Service .. .. .	90,078	80,298			
Charges by other Branches not allocated—					
	£				
Transportation .. .. .	140				
Way and Works .. .. .	1,575				
Rolling Stock .. .. .	2,071				
Electrical Engineering .. .. .	850				
Stores .. .. .	Cr. 3				
General Expenses .. .. .	1,698				
	6,331				
	663,872	545,947			



## APPENDIX No. 2—continued.

## ABSTRACT OF WORKING EXPENSES FOR THE YEARS ENDED 30TH JUNE, 1942 AND 1941 (EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES)—continued.

	Year ended 30th June—			Year ended 30th June—	
	1942.	1941.		1942.	1941.
	£	£		£	£
<b>I.—STORES BRANCH.</b>					
Salaries and Wages .. .. .	137,912	124,778			
Charges for Services rendered by other Branches .. .. .	14,394	13,510			
Printing .. .. .	1,489	1,042			
Motor Transport .. .. .	2,402	3,235			
Office Requisites and Stores .. .. .	4,452	3,337			
Other Expenses .. .. .	1,734	1,838			
Proportion of Percentage added to cost of Works charged to Capital, &c. ..	Cr. 26,187	Cr. 20,706			
	136,196	127,034			
<b>J.—GENERAL EXPENSES.</b>					
Commissioners' and Secretary's Offices ..	33,408	32,970			
Accountancy Branch .. .. .	115,127	108,002			
Legal and Medical Expenses .. .. .	13,571	13,312			
Stationery, Printing and Advertising .. ..	10,942	11,999			
Municipal and Shire Rates .. .. .	446	781			
Sundry other General Charges .. .. .	33,788	35,486			
Charges by other Branches not allocated—					
Transportation .. .. .	£ 643				
Ways and Works .. .. .	4,367				
Rolling Stock .. .. .	1,351				
Electrical Engineering .. .. .	862				
Stores .. .. .	Cr. 3				
Miscellaneous Operations .. .. .	11				
	7,231	..			
	214,508	202,550			
<b>K.—OTHER EXPENDITURE.</b>					
Contribution to the Railway Accident and Fire Insurance Fund .. .. .			43,964	24,056	
Pensions .. .. .			471,456	474,762	
Contribution to Railway Renewals and Replacements Fund .. .. .			1,500,000	525,000	
Repayment to Public Account (Act No. 4499) .. .. .			100,000	100,000	
Child Endowment Payroll Tax .. .. .			163,761	..	
War Damage Insurance .. .. .			30,521	..	
Air Raid Precautions .. .. .			113,221	..	
			2,422,922	1,124,418	
Total .. .. .			11,651,128	9,258,516	
Less expenditure charged to Special Funds			51,548*	299,590	
Working Expenses charged to Railway Revenue .. .. .			11,599,580	8,958,936	

\* For details see page 5.

## APPENDIX No. 3.

COMPARATIVE ANALYSIS OF EARNINGS AND WORKING EXPENSES FOR THE YEARS ENDED 30TH JUNE, 1942, AND 1941 (EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

Particulars	Year ended 30th June—							
	1942.				1941.			
	Average Miles Open for Traffic			Miles.	Average Miles Open for Traffic			Miles.
				4,746				4,750
	<b>Traffic Train Mileage—</b>				<b>Traffic Train Mileage—</b>			
	<b>Passenger—</b>				<b>Passenger—</b>			
	Country	..	..	4,780,558	Country	..	..	4,884,386
	Suburban	..	..	7,786,497	Suburban	..	..	7,674,054
	Goods	..	..	12,547,055	Goods	..	..	12,558,440
		..	..	5,701,658		..	..	5,208,547
	Total	..	..	18,248,713	Total	..	..	17,766,987
	Journeys or Tonnage.	Earnings.	Per Average Mile Open.	Per Train Mile.	Journeys or Tonnage.	Earnings.	Per Average Mile Open.	Per Train Mile.
<b>EARNINGS.</b>								
	Journeys.	£	£	d.	Journeys.	£	£	d.
Passenger	180,981,900	6,298,527	1,327·12	120·48	159,218,412	5,003,896	1,051·46	95·63
Parcels, Horses, Carriages, &c.	..	407,455	85·85	7·79	..	328,138	68·95	6·27
Mails	..	78,285	16·50	1·50	..	77,405	16·26	1·48
Miscellaneous	..	36,169	7·62	·69	..	26,725	5·62	·51
Total Parcels, &c.	..	521,909	109·97	9·98	..	432,268	90·83	8·26
Total Coaching	..	6,820,436	1,437·09	130·46	..	5,436,164	1,142·29	103·89
	Tons.	£	£	d.	Tons.	£	£	d.
Goods	6,765,418	5,847,163	1,232·02	246·12	5,881,921	4,174,239	877·13	192·34
Live Stock	737,227	617,940	130·20	26·01	740,864	619,185	130·11	28·53
Miscellaneous	..	108,049	22·76	4·55	..	66,206	13·91	3·05
Total Goods	7,502,640	6,573,152	1,384·98	276·68	6,622,785	4,859,630	1,021·15	223·92
Sale of Electrical Energy	..	57,939	12·21	..	..	48,536	10·20	..
Rents	..	171,861	36·21	..	..	160,005	33·62	..
General Miscellaneous	..	41,597	8·76	..	..	46,559	9·78	..
Total Power, Rents, and Miscellaneous	..	271,397	57·18	..	..	255,100	53·60	..
Dining Cars	..	64,366	13·56	..	..	56,027	11·77	..
Refreshment Rooms	..	610,066	128·55	..	..	463,221	97·33	..
Advertising	..	35,842	7·55	..	..	37,007	7·78	..
Bookstalls	..	108,580	22·88	..	..	93,127	19·57	..
Total Dining Cars, Refreshment Rooms, Advertising and Bookstalls	..	818,854	172·54	..	..	649,382	136·45	..
Recoups by Treasury of loss resulting from—	..	..	..	..	..	..	..	..
Reduction in outer suburban fares	..	36,000	7·59	..	..	39,000	8·20	..
Working of certain lines of railways, &c.	..	..	..	..	..	147	·03	..
Concession fares to members of Defence Forces	..	..	..	..	..	..	..	..
Included in Passenger Traffic above	..	..	..	£198,000	Included in Passenger Traffic above	..	..	£60,344
Total Earnings	..	14,519,839	3,059·38	190·96	..	11,239,423	2,361·72	151·82
<b>WORKING EXPENSES.</b>								
	Expenditure.	Per Average Mile Open.	Per Train Mile.	Expenditure.	Per Average Mile Open.	Per Train Mile.	Expenditure.	Per Average Mile Open.
	£	£	d.	£	£	d.	£	d.
Maintenance of Way and Works	1,988,309	418·94	26·15	1,787,963	375·70	24·15	..	..
Rolling Stock—	..	..	..	..	..	..	..	..
General Superintendence, &c.	29,409	6·20	·39	32,587	6·85	·44	..	..
Maintenance of Rolling Stock	1,304,857	274·94	17·16	1,272,225	267·93	17·13	..	..
Locomotive Power	1,752,017	369·15	23·04	1,448,499	304·37	19·67	..	..
Examination and Lubrication of Coaching and Goods Vehicles	81,024	17·20	1·07	74,933	15·75	1·01	..	..
Contribution to Railway Renewals and Replacements Fund	1,500,000	316·05	19·73	525,000	110·32	7·09	..	..
Transportation and Traffic	2,556,197	538·60	33·62	2,310,561	485·52	31·21	..	..
Electrical Engineering Branch	501,217	105·61	6·59	331,799	69·72	4·48	..	..
Miscellaneous Operations	663,872	139·88	8·73	545,047	114·72	7·38	..	..
Stores Branch	136,196	28·70	1·79	127,034	26·70	1·72	..	..
General Expenses	214,508	45·20	2·82	202,550	42·56	2·74	..	..
Pensions	471,455	99·34	6·20	474,762	99·74	6·42	..	..
Contribution to the Railway Accident and Fire Insurance Fund	43,964	9·26	·58	24,656	5·18	·33	..	..
Repayment to Public Account (Act No. 4499)	100,000	21·07	1·32	100,000	21·01	1·35	..	..
Child Endowment Payroll Tax	163,761	34·50	2·15	..	..	..	..	..
War Damage Insurance	30,521	6·43	·40	..	..	..	..	..
Air Raid Precautions	113,221	23·86	1·49	..	..	..	..	..
Less—Expenditure Charged to Special Funds	11,651,128	2,454·93	153·23	9,258,516	1,945·47	125·07	..	..
	51,548†	10·86	·68	299,580	62·95	4·05	..	..
Total Working Expenses charged to Railway Revenue	11,599,580	2,444·07	152·55	8,958,936	1,882·52	121·02	..	..

## PERCENTAGE OF WORKING EXPENSES IN EACH DIVISION.

Divisions of Expenditure.	Year ended 30th June—	
	1942.	1941.
	%	%
Maintenance of Way and Works*	17·07	19·31
Rolling Stock—	..	..
General Superintendence, &c.	·25	·35
Maintenance of Rolling Stock*	11·20	13·74
Locomotive Power	15·04	15·64
Examination and Lubrication of Coaching and Goods Vehicles	·70	·81
Contribution to Railway Renewals and Replacements Fund	12·87	5·67
Transportation and Traffic*	21·94	24·96
Electrical Engineering Branch	4·30	3·58
Miscellaneous Operations	5·70	5·90
Stores Branch	1·17	1·37
General Expenses	1·84	2·19
Pensions	4·05	5·13
Contribution to the Railway Accident and Fire Insurance Fund	·38	·27
Repayment to Public Account (Act No. 4499)	·86	1·08
Child Endowment Payroll Tax	1·40	..
War Damage Insurance	·26	..
Air Raid Precautions*	·97	..
	100·00	100·00

\* Including amounts charged to Special Funds.

† For details see page 5.

APPENDIX No. 4.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1927, TO 30TH JUNE, 1942 (EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

Year.	Mileage of Railway Open for Traffic at End of Year.	Average Mileage of Railway Open for Traffic during the Year.	COST OF CONSTRUCTION.*		ROLLING STOCK.				Total Traffic Train Miles.	Number of Passenger Journeys.	Tonnage of Goods and Live Stock Conveyed.	GROSS REVENUE.				
			Cost of Open Lines (including Rolling Stock and Stores and Materials).	Average Cost per Mile Open at End of Year.	Locomotives.	Passenger Cars.	Trucks.	Vans, &c.				Passenger, Parcels, Rentals, &c.	Goods and Live Stock.	Total	Per Average Mile Open.	Per Traffic Train Mile.
			£	£	Number.	Number.	Number.	Number.				£	£	£	£	s. d.
1927-28	4,697	4,661	72,523,192	15,440	663	1,983	19,946	1,012	17,894,928	164,574,870	8,117,961	7,057,358†	5,763,701	12,821,059	2,751	14/5·89
1928-29	4,699	4,698	73,723,412	15,689	653	1,957	20,470	1,037	17,979,219	161,002,267	8,187,088	6,913,291†	6,251,682	13,164,973	2,802	14/7·73
1929-30	4,713	4,708	74,849,542	15,882	647	1,931	20,674	1,028	17,670,565	157,119,071	7,513,606	6,402,624	5,599,182	12,001,806	2,549	13/7·01
1930-31	4,717	4,710	74,609,226	15,817	657	1,929	20,728	1,013	15,945,315	134,655,220	6,099,310	5,190,550	4,817,808	10,008,358	2,125	12/6·64
1931-32	4,721	4,720	74,701,372	15,823	650	1,863	20,723	999	15,363,776	125,990,585	6,186,081	4,648,566	4,805,738	9,454,304	2,003	12/3·69
1932-33	4,721	4,721	75,088,156	15,905	650	1,857	20,622	996	15,321,398	130,190,013	6,244,346	4,672,422	4,773,699	9,446,121	2,001	12/3·97
1933-34	4,721	4,721	75,626,796	16,019	619	1,841	20,621	991	15,311,461	131,367,215	5,858,377	4,603,073	4,572,038	9,175,111	1,943	11/11·82
1934-35	4,721	4,721	75,795,924	16,055	602	1,837	20,686	984	15,536,111	139,689,012	6,009,961	4,865,370	4,555,722	9,421,092	1,996	12/1·54
1935-36	4,721	4,721	76,094,966	16,118	602	1,830	20,716	987	16,390,943	139,539,089	6,424,094	4,921,798	4,768,127	9,689,925	2,053	11/9·88
1936-37	4,721	4,721	76,707,164	16,248	588	1,836	20,668	1,001	17,211,384	141,343,253	6,812,962	5,106,485	5,028,806	10,135,291	2,147	11/9·33
1937-38	4,721	4,721	77,420,265	16,399	574	1,826	20,672	999	17,916,763	137,894,676	7,253,369	4,790,269	4,944,806	9,735,075	2,062	10/10·40
1938-39	4,750	4,754	78,107,793	16,413	581	1,823	20,643	982	17,889,634	142,123,567	5,975,853	5,007,518	4,275,947	9,283,465	1,953	10/4·54
1939-40	4,759	4,759	77,670,794	16,321	582	1,818	20,453	961	17,007,970	144,649,075	6,186,989	5,224,730	4,636,862	9,861,592	2,072	11/7·16
1940-41	4,759	4,759	77,876,664	16,364	593	1,811	20,221	951	17,766,987	159,218,412	6,622,785	6,379,793	4,859,630	11,239,423	2,362	12/7·82
1941-42	4,766	4,746	78,379,025	16,445	583	1,806	20,425	947	18,248,713	180,981,900	7,502,640	7,946,687	6,573,152	14,519,839	3,059	15/10·96

\* As from 1.7.37, the ledger values of capital assets were written down by £30,000,000 following the passing of the *Railways (Finance Adjustment) Act 1936* (No. 4429). The construction cost herein shown does not reflect this writing down.  
 † Includes Repayment by the State Coal Mine of £43,773 in 1927-28, and £59,585 in 1928-29, portion of subsidies paid in previous years.

APPENDIX No. 4—continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1927, TO 30TH JUNE, 1942 (EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

Year.	EXPENDITURE: TRANSPORTATION AND TRAFFIC BRANCHES.			EXPENDITURE: WAY AND WORKS BRANCH.				EXPENDITURE: ROLLING STOCK BRANCH.						GENERAL EXPENSES.			ELECTRICAL BRANCH.	STORES BRANCH.	Miscellaneous Operations.	CONTRIBUTION TO RAILWAY ACCIDENT AND FIRE INSURANCE FUND.			Contribution to Railway Renewals and Replacements Fund.	(A) Contribution to Melbourne Harbour Trust for the Spencer-street Bridge. (B) Repayment to Public Account (Act No. 4499).					
	Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue. †	Amount.	Per Average Mile Open.	Per Traffic Train Mile.	Per Cent. of Gross Revenue. †	WORKING.			REPAIRS AND RENEWALS.			Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.				Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.			Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.	£	d.
								Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.	Amount.	Per Traffic Train Mile.	Per Cent. of Gross Revenue.																
1927-28	£ 2,673,941	s. d. 3/0·27	20·86	£ 2,119,124	£ 455	s. d. 2/4·74	16·53	£ 1,812,107	s. d. 2/0·58	14·13	£ 1,848,364	s. d. 2/1·07	14·42	£ 248,374	d. 3·37	1·94	£ 346,808	£ 111,706	£ 493,011	£ 31,301	d. 0·42	d. 0·24	..	..					
1928-29	2,605,790	2/10·78	19·79	1,926,157	410	2/1·71	14·64	1,738,142	1/11·20	13·20	1,841,478	2/0·58	13·99	240,212	3·21	1·82	349,566	141,094	481,537	31,724	0·42	0·24	..	(A) 16,666					
1929-30	2,536,635	2/10·45	21·14	1,749,068	372	1/11·76	14·57	1,703,952	1/11·14	14·20	1,883,134	2/1·58	15·69	236,410	3·21	1·97	345,566	133,922	464,777	44,417	0·60	0·37	..	(A) 16,667					
1930-31	2,026,918	2/6·51	20·25	1,406,435	298	1/9·17	13·93	1,293,150	1/7·46	12·92	1,547,031	1/11·29	15·46	197,544	2·97	1·97	273,682	110,810	362,222	26,603	0·40	0·27	..	(A) 16,667					
1931-32	1,690,542	2/2·42	17·88	1,110,987	235	1/5·35	11·75	1,066,778	1/4·66	11·28	1,193,374	1/6·64	12·62	168,571	2·63	1·78	187,805	88,636	305,561	18,926	0·30	0·20	..	..					
1932-33	1,623,237	2/1·51	17·24	1,464,041	310	1/10·93	14·77	988,674	1/3·49	10·47	1,242,974	1/7·47	13·16	166,023	2·60	1·76	192,941	85,389	313,993	28,284	0·44	0·30	..	..					
1933-34	1,647,482	2/1·82	17·96	1,564,771	331	2/0·53	14·32	965,480	1/8·13	10·53	1,191,226	1/6·67	12·98	165,575	2·59	1·80	187,369	87,361	321,579	19,775	0·31	0·22	..	..					
1934-35	1,713,789	2/2·47	18·19	1,570,137	333	2/0·26	14·84	1,003,370	1/3·50	10·65	1,178,256	1/6·20	12·51	171,379	2·65	1·82	212,429	94,853	346,162	13,501	0·21	0·14	..	..					
1935-36	1,797,996	2/2·33	18·56	1,516,786	321	1/10·21	14·23	1,069,742	1/3·66	11·04	1,263,884	1/6·50	13·04	173,454	2·54	1·79	201,471	98,824	364,012	18,807	0·28	0·19	..	..					
1936-37	1,874,436	2/2·14	18·49	1,626,953	345	1/10·69	14·45	1,154,077	1/4·10	11·39	1,338,164	1/6·66	13·20	186,624	2·60	1·84	221,943	106,009	389,862	18,978	0·26	0·19	..	..					
1937-38	*2,121,588	2/4·42	21·79	1,777,119	376	1/11·80	14·45	1,337,054	1/5·91	13·73	1,300,597	1/5·42	12·59	206,564	2·77	2·12	248,194	121,524	403,008	25,856	0·34	0·26	250,000	..					
1938-39	2,254,293	2/6·24	24·28	1,513,563	318	1/8·30	14·80	1,411,125	1/6·93	15·20	1,164,518	1/3·63	12·54	211,275	2·83	2·28	280,262	126,564	437,989	40,762	0·55	0·44	225,000	(B) 50,000					
1939-40	*2,222,354	2/7·36	22·52	1,723,649	362	2/0·32	13·66	1,428,856	1/8·16	14·49	1,249,723	1/5·64	12·08	200,902	2·83	2·04	330,263	125,837	444,782	35,509	0·50	0·36	200,000	(B) 50,000					
1940-41	*2,310,561	2/7·21	20·52	1,787,063	376	2/0·15	13·50	1,546,938	1/8·90	13·76	1,281,306	1/5·30	11·18	202,550	2·74	1·80	331,799	127,034	545,947	24,656	0·33	0·22	525,000	(B) 100,000					
1941-42	*2,556,197	2/9·62	17·60	1,988,309	419	2/2·15	13·51	1,855,054	2/0·40	12·78	1,312,853	1/5·26	9·04	214,508	2·82	1·48	501,217	136,196	663,872	43,964	0·58	0·30	1,500,000	(B) 100,000					

\* Includes amounts charged to—Unemployment Relief Funds 1937-38, £50; 1939-40, £28; Commonwealth Defence Works (Unemployment Relief) Account, 1939-40, £1,196; 1940-41, Cr. £10; 1941-42, £134; Trust Fund Railway Works (Defence purposes), 1940-41, £3,991.

† Includes amounts charged to—Commonwealth Defence Works (Unemployment Relief) Account, 1939-40, £3,313; 1940-41, Cr. £197; Loan Funds—Deferred Renewals, Replacements, &c., 1939-40, £55,000; 1940-41, £25,000.

‡ Includes £250,000 for each of the years 1927-28 to 1930-31 inclusive, and £100,000 for each of the years 1931-32 to 1936-37 inclusive, for depreciation of Rolling Stock.

§ Includes amounts charged to—Unemployment Relief Funds—1930-31, £12,250; 1932-33, £69,135; 1933-34, £251,104; 1934-35, £151,139; 1935-36, £135,551; 1936-37, £162,061; 1937-38, £148,133; 1938-39, £119,302; 1939-40, £95,165; 1940-41, £1,795; Commonwealth Grant Rehabilitation (Storms and Floods)—1934-35, £20,800; 1935-36, £2,320; Commonwealth Defence Works (Unemployment Relief) Account—1939-40, £3,704; 1940-41, £253; Public Account Advances Act No. 4499—1937-38, £222,400; Trust Fund Railway Works (Defence purposes)—1940-41, £1,701; 1941-42, £3,658. Federal Aid Roads and Works Grant—1933-39, £20,000; 1939-40, £60,000; 1940-41, £42,762; 1941-42, £2,120; Loan Funds—Deferred Renewals, Replacements, &c.—1939-40, £218,000; 1940-41, £224,285; 1941-42, £201; 1941-42 Act 4829 Surplus Revenue, £20,000.

|| Calculated on the net expenditure of the Branch after deducting amounts charged against other Funds.

In the year 1937-38 the amount of Rolling Stock repairs (£1,300,597) includes £75,000 charged to Public Account Advances Act No. 4499. Similarly, the Electrical Branch is affected to the extent of £50 for Unemployment Relief Funds.

APPENDIX No. 4—continued.

GENERAL COMPARATIVE STATEMENT FOR FIFTEEN YEARS, FROM 1ST JULY, 1927, TO 30TH JUNE, 1942 (EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

Year.	Other Expenditure.	TOTAL WORKING EXPENSES (exclusive of Pensions, &c.).			PEN- SIONS.	Adjust- ments. — Border Rail- ways and State Coal Mine.	TOTAL WORKING EXPENSES (including Pensions, &c.)			Less Amount Charged to Special Funds.	WORKING EXPENSES CHARGED TO RAILWAY REVENUE.		NET REVENUE AFTER PAYMENT OF WORKING EXPENSES.				Percentage of Profit to Cost of Construction of Open Lines (including Rolling-stock and Stores and Materials).	NET INTEREST CHARGES AND EX- PENSES (including Loan Con- version ex- penses).	EXCHANGE ON INTEREST PAYMENTS AND CONTRIBUTION TO NATIONAL DEBT SINKING FUND.	DEFICIT.	SURPLUS.
		Amount.	Per Average Mile Open.	Per Traffic Train Mile.			Amount.	Per Average Mile Open.	Per Traffic Train Mile.		Amount.	Per Cent. of Gross Revenue.	Amount.	Per Average Mile Open.	Per Traffic Train Mile.	Per Cent. on Railway Loans. †					
		£	£	s. d.	£	£	£	£	s. d.	£	£	£	£	s. d.	£	£	£	£	£	£	
1927-28	..	9,684,736	2,078	10/11·35	335,959	6,156	10,026,842	2,151	11/4·00	..	10,026,842	78·21	2,794,217	600	3/1·89	3·80	3·85	3,321,727	..	527,510	..
1928-29	..	9,372,366	1,995	10/5·10	366,899	2,662	9,741,927	2,074	10/10·04	..	9,741,927	74·00	3,423,046	729	3/9·69	4·63	4·64	3,473,575	..	50,529	..
1929-30	..	9,114,548	1,936	10/3·79	394,187	4,684	9,513,419	2,021	10/9·21	..	9,513,419	79·27	2,488,387	529	2/9·80	3·30	3·32	3,508,658	..	1,020,270	..
1930-31	..	7,261,062	1,542	9/1·27	425,334	20,998	7,707,394	1,636	9/8·01	12,250	7,695,144	76·89	2,313,214	491	2/10·82	3·08	3·10	3,596,758	183,863	1,467,407	..
1931-32	..	5,831,180	1,235	7/7·09	424,602	84,760	6,340,542	1,343	8/3·05	..	6,340,542	67·06	3,113,762	660	4/0·64	4·12	4·17	3,641,109	440,938	968,285	..
1932-33	..	6,110,556	1,294	7/11·72	417,651	54,965	6,583,172	1,394	8/7·12	69,135	6,514,037	68·96	2,932,084	621	3/9·93	3·88	3·90	3,223,873	402,705	694,494	..
1933-34	..	6,150,618	1,303	8/0·41	424,056	52,841	6,627,515	1,404	8/7·88	251,104	6,376,411	69·50	2,798,700	593	3/7·87	3·69	3·70	3,181,736	354,335	737,371	..
1934-35	..	6,303,876	1,335	8/1·38	450,867	50,845	6,805,588	1,442	8/9·13	171,939	6,633,649	70·41	2,787,443	599	3/7·06	3·68	3·68	3,056,766	300,301	569,624	..
1935-36	..	6,504,976	1,378	7/11·25	489,392	..	6,994,368	1,482	8/6·41	137,871	6,856,497	70·76	2,833,428	600	3/5·49	3·73	3·72	3,032,530	301,530	500,632	..
1936-37	..	6,917,046	1,465	8/0·45	538,345	..	7,420,891	1,572	8/7·49	162,061	7,258,830	71·62	2,876,461	609	3/4·11	3·77	3·75	3,005,341	299,632	428,512	..
1937-38	..	7,791,504	1,650	8/8·37	484,331	..	8,275,885	1,753	9/2·86	445,633	7,830,252	80·43	1,904,823	403	2/1·52	4·08	2·46	1,840,531	303,034	238,742	..
1938-39	..	7,715,351	1,623	8/7·45	483,678	..	8,199,029	1,725	9/1·99	139,302	8,059,727	86·82	1,223,738	257	1/4·42	2·60	1·57	1,859,780	307,079	943,721	..
1939-40	..	8,011,875	1,684	9/5·06	482,940	..	8,494,815	1,785	9/11·87	436,406	8,058,409	81·72	1,893,183	379	2/1·44	3·76	2·32	1,879,991	318,011	394,819	..
1940-41	..	8,783,754	1,846	9/10·65	474,762	..	9,258,516	1,945	10/5·07	299,580	8,958,936	79·71	2,280,487	479	2/6·80	4·69	2·93	1,914,782	327,969	..	37,736
1941-42	307,503*	11,179,673	2,356	12/3·03	471,455	..	11,651,128	2,455	12/9·23	51,548	11,599,580	79·89	2,920,259	615	3/2·41	5·93	3·73	1,942,912	332,797	..	644,550

† This percentage is calculated on the loan ability allocated to the Railways. £30,000,000 of railway loan liability was transferred to the General Account of the State on 1st July, 1937.

\* Child Endowment Pay-roll Tax, £163,761; War Damage Insurance, £30,521; Air Raid Precautions, £113,221 (includes £24,615 and £820 charged to Commonwealth-State A.R.P. Account and Act 4645, Special Appropriation, National Security Regulations, respectively).

## APPENDIX No. 5.

STATEMENT OF THE TOTAL AMOUNT OF SALARIES, WAGES, AND TRAVELLING AND INCIDENTAL EXPENSES PAID BY THE VARIOUS BRANCHES DURING THE YEARS ENDED 30TH JUNE, 1942, AND 30TH JUNE, 1941 (EXCLUDING BUTTY GANG EMPLOYEES).

Branch.	Year ended 30th June—					
	1942.			1941.		
	On Capital and Other Funds, including Electric Tramways and Road Motor Services.	On Working Expenses.	Total.	On Capital and Other Funds, including Electric Tramways and Road Motor Services.	On Working Expenses.	Total.
	£	£	£	£	£	£
Way and Works .. .. .	316,742	1,603,432	1,920,174	226,395	1,382,426	1,608,821
Rolling Stock .. .. .	874,782	2,103,439	2,978,221	593,756	1,866,146	2,459,902
Transportation .. .. .	48,664	2,099,057	2,147,721	48,864	1,854,714	1,903,578
Electrical .. .. .	39,047	204,579	243,626	22,085	195,927	218,012
Other Branches .. .. .	25,749	596,343	622,092	19,602	543,509	563,111
Total .. .. .	1,304,984	6,606,850*	7,911,834	910,702	5,842,722*	6,753,424

\* 1941-42 includes £1,144 and 1940-41 includes £170,875 provided partly from Loan Funds for Deferred Renewals, Replacements, &c., and partly from Federal Aid Roads and Works Grant for track maintenance.

## APPENDIX No. 6.

STATEMENT OF THE AVERAGE NUMBER OF STAFF EMPLOYED DURING THE YEARS ENDED 30TH JUNE, 1942, AND 30TH JUNE, 1941 (EXCLUDING BUTTY GANG EMPLOYEES).

Branch.	1942.			1941.		
	No. of Salaried Staff.	No. of Wages Staff.	Total Staff.	No. of Salaried Staff.	No. of Wages Staff.	Total Staff.
Secretary's .. .. .	120	144	264	128	124	252
Accountancy .. .. .	376	226	602	411	179	590
Stores .. .. .	118	524	642	127	502	629
Way and Works .. .. .	416	6,087	6,503	417	5,580	5,997
Rolling Stock .. .. .	444	8,437	8,881	453	8,099	8,552
Transportation .. .. .	1,750	5,181	6,931	1,824	5,173	6,997
Electrical .. .. .	112	590	702	111	600	711
Other Branches .. .. .	29	954	983	31	896	927
Total .. .. .	3,365	22,143	25,508	3,502	21,153	24,655

This statement is compiled by averaging the number of individuals actually employed at the close of each fortnightly pay period. In the case of casual employees the equivalent number of full-time men is included.

## CONSTRUCTION BRANCH (Board of Land and Works).

YEAR ENDED 30TH JUNE—

1942.			1941.		
No. of Salaried Staff.	No. of Wages Staff.	Total Staff.	No. of Salaried Staff.	No. of Wages Staff.	Total Staff.
21	30	51	22	31	53

AVERAGE NUMBER OF STAFF (EXCLUSIVE OF CONSTRUCTION BRANCH AND BUTTY GANG EMPLOYEES) THAT WOULD HAVE BEEN REQUIRED IF ALL TIME PAID FOR HAD BEEN WORKED BY EMPLOYEES IN FULL-TIME EMPLOYMENT AND WORKING ORDINARY HOURS, DURING THE YEARS ENDED 30TH JUNE, 1942, AND 30TH JUNE, 1941.

How Employed.	1942.	1941.
On Working Expenses .. .. .	22,967	21,906
On Capital and Other Funds (including Electric Tramways and Road Motor Services) ..	4,537	3,414
Total .. .. .	27,504	25,320

## APPENDIX No. 7.

## STATEMENT SHOWING THE TOTAL COST OF EACH LINE, AND OF ROLLING STOCK, WORKSHOPS, GENERAL OFFICES, ETC., AT 30TH JUNE, 1942.

(As from 1st July, 1937, £30,000,000 of Loan Liability was transferred to the State's General Account (vide Act 4429 of 1936). Full particulars are contained in Appendix No. 8 of the Annual Report for 1937-38. The figures shown in this statement are the costs as written down by £30,000,000 and by the depreciation since 1st July, 1937.)

LINES OPEN FOR TRAFFIC.	£	s.	d.	LINES OPEN FOR TRAFFIC—continued.	£	s.	d.
Melbourne to Bendigo (exclusive of cost of Melbourne to Essendon Junction) ..	5,048,255	6	0	Brought forward .. ..	10,681,095	6	5
Bendigo to Echuca (including cost of Bendigo cattle yards and wharf at Echuca)	582,841	3	9	Kerang to Murrabit .. ..	86,784	10	9
*Deniliquin to Moama .. ..	172,962	12	2	†Murrabit to Stony Crossing (including portion of cost of bridge over River Murray) .. ..	208,833	4	8
Moama to Echuca (including portion of cost of Echuca bridge) .. ..	11,868	0	0	Swan Hill to Piangil .. ..	52,587	0	11
Echuca bridge over the River Murray (balance of cost, excluding that borne by New South Wales Government) ..	22,001	7	10	Piangil to Kooloonong .. ..	61,787	9	11
Barnes to Balranald .. ..	556,322	19	6	Kooloonong to Yungera .. ..	32,402	11	7
Clarkefield to Lancefield .. ..	48,384	10	7	Elmore to Cohuna .. ..	95,146	12	1
Heathcote Junction to Bendigo (including cost of cattle siding) .. ..	290,845	7	3	Albion to Broadmeadows .. ..	428,202	2	1
Carllsruhe to Daylesford .. ..	150,713	17	1	Footscray to Williamstown (including cost of tracks on piers at Williamstown) ..	205,779	18	9
Daylesford Junction to North Creswick ..	145,858	8	1	Newport to Sunshine .. ..	18,775	19	2
Redesdale Junction to Redesdale .. ..	65,371	19	6	Newport to Geelong (including cost of Williamstown Racecourse Branch and tracks on Geelong Pier) .. ..	1,351,844	6	9
Castlemaine to Dunolly .. ..	333,933	1	6	‡Williamstown Racecourse Junction to Altona Beach .. ..	8,585	12	6
Dunolly to St. Arnaud (including cost of Carapooce ballast pits tramway) ..	140,965	18	2	Geelong to Colac .. ..	352,932	9	6
St. Arnaud to Donald .. ..	91,085	1	11	Colac to Alvie .. ..	46,590	15	0
Donald to Birchip .. ..	80,221	0	10	Colac to Camperdown .. ..	140,141	19	6
Birchip to Woomelang .. ..	75,880	13	5	Camperdown to Warrnambool (including cost of sidings to piers at Warrnambool)	351,799	5	4
Woomelang to Mildura .. ..	401,753	12	1	Warrnambool to Koroit .. ..	71,669	18	9
Mildura to Merbein .. ..	12,815	2	7	Koroit to Port Fairy (including cost of sidings to wharf at Port Fairy) ..	92,348	13	2
Merbein to Yelta .. ..	29,581	0	4	Geelong (Queenscliff Junction) to Queenscliff .. ..	96,750	12	1
Red Cliffs to Werrimull .. ..	114,823	16	1	Moriac to Wensleydale .. ..	27,205	14	4
Werrimull to Meringur .. ..	54,312	3	0	Birregurra to Forrest .. ..	99,868	11	3
Meringur to Morkalla .. ..	29,481	14	3	Irrewarra to Beac .. ..	35,389	17	0
Dunolly to Inglewood .. ..	58,126	15	5	Beac to Newtown .. ..	75,970	7	10
Ouyen to Cowangie .. ..	107,888	8	7	¶Colac to Beech Forest .. ..	41,053	13	0
Cowangie to Murrayville .. ..	22,301	9	2	¶Beech Forest to Crowes .. ..	27,901	3	11
Castlemaine (Maldon Junction) to Maldon	45,002	16	0	¶Timboon Junction to Timboon .. ..	82,347	6	7
Maldon (Laanecoorie Junction) to Melbourne .. ..	51,536	14	1	¶Terang to Mortlake .. ..	45,861	15	7
Maryborough to Ballarat .. ..	270,558	9	2	North Geelong to Ballarat (including cost of North Geelong Loop Line) ..	1,703,330	6	10
Waubra Junction to Ballarat Racecourse	5,854	3	4	North Geelong to Fyansford .. ..	1,279	4	6
Waubra Junction to Waubra .. ..	53,595	16	7	Ballarat to Ararat .. ..	485,520	4	4
Maryborough to Avoca .. ..	48,402	8	0	Ararat to Stawell .. ..	239,849	10	11
Avoca to Ararat .. ..	111,022	11	5	Stawell to Horsham .. ..	377,734	8	10
Ben Nevis (Crowlands) to Navarre ..	41,900	3	4	Stawell to Grampians .. ..	138,086	5	8
Bendigo to Inglewood .. ..	174,354	10	7	Horsham to Dimboola .. ..	407,194	15	4
Inglewood to Charlton .. ..	196,107	3	11	Dimboola to Serviceton (including cost of 1·6 miles constructed beyond Serviceton) .. ..	270,143	7	8
Charlton to Wycheproof .. ..	80,422	6	6	Sunshine to Parwan .. ..	347,615	8	3
Wycheproof to Sea Lake .. ..	75,590	11	10	Parwan to Gordon .. ..	127,260	15	7
Sea Lake to Nandaly .. ..	36,571	5	2	Bungaree Junction to Racecourse Reserve	2,209	17	7
Nandaly to Kulwin .. ..	64,601	13	5	Gheringhap to Maroona .. ..	398,979	3	3
Wedderburn Junction to Wedderburn ..	11,334	4	0	Lal Lal Racecourse Branch .. ..	7,786	12	9
Korong Vale to Boort .. ..	67,869	8	3	Ballarat East to Buninyong .. ..	54,583	19	7
Boort to Quambatook .. ..	58,321	6	10	Ballarat Cattle-yards Branch .. ..	10,448	6	10
Quambatook to Ultima .. ..	51,230	15	8	Scarsdale Junction to Scarsdale ..	43,529	14	1
Ultima to Chillingollah .. ..	29,242	13	5	Scarsdale to Linton .. ..	61,100	14	10
Chillingollah to Manangatang .. ..	27,006	9	9	Linton to Skipton .. ..	42,612	15	0
Manangatang to Annuello .. ..	58,919	8	2	Burrumbeet Racecourse Junction to Burrumbeet Racecourse .. ..	2,135	11	4
Annuello to Robinvale .. ..	83,064	9	1	Ararat to Hamilton (including cost of Ripon Ballast Crushing Plant) .. ..	381,794	9	10
Eaglehawk to Kerang .. ..	255,163	2	9	Carried forward .. ..	10,922,852	11	5
Kerang to Swan Hill (including cost of sidings to wharf at Swan Hill) ..	134,827	6	1				
Carried forward .. ..	10,681,095	6	5				

\* Taken over by this Department on 1st December, 1923.

† The balance of cost of the bridge has been borne by the Public Works Departments of New South Wales and Victoria.

‡ Includes certain expenditure for electrification works carried out since 1st July, 1923.

¶ 2-ft. 6-in. gauge.

## APPENDIX No. 7—continued.

STATEMENT SHOWING THE TOTAL COST, ETC., OF EACH LINE, ETC.—continued.

LINES OPEN FOR TRAFFIC—continued.		£	s.	d.	LINES OPEN FOR TRAFFIC—continued.		£	s.	d.
Brought forward .. ..		19,922,852	11	5	Brought forward .. ..		26,998,801	2	6
Hamilton to Portland (including cost of sidings to piers at Portland) ..		260,987	17	3	Benalla to Tatong .. ..		29,159	0	8
Penshurst to Koroit .. ..		89,458	10	7	§Wangaratta to Whitfield .. ..		18,150	4	3
Hamilton to Penshurst (including cost of Penshurst Ballast Crushing Plant) ..		54,527	6	11	Bowser to Beechworth .. ..		155,658	1	4
Hamilton (Coleraine Junction) to Coleraine ..		81,555	9	5	Beechworth to Yackandandah .. ..		79,330	1	6
Hamilton to Cavendish .. ..		33,899	4	3	Everton to Myrtleford .. ..		61,898	5	3
Cavendish to Toolondo .. ..		153,634	18	7	Myrtleford to Bright .. ..		73,177	14	10
Branxholme to Casterton .. ..		122,407	16	7	Springhurst to Wahgunyah .. ..		57,359	2	3
Heywood to Puralka (Mumbannar) ..		102,639	4	0	Wodonga to Tallangatta .. ..		119,453	4	8
*Railways from Mumbannar and Murrayville to South Australian Border in connexion with Victorian and South Australian Railways to Mount Gambier and Pinnaroo ..		58,159	16	2	Tallangatta to Cudgewa .. ..		223,404	18	0
Lubeck to Rupanyup .. ..		31,142	5	10	Spencer-street to Flinders-street ..		205,184	1	8
Rupanyup to Marnoo .. ..		14,888	9	0	Flinders-street to Port Melbourne (including cost of tracks on piers at Port Melbourne) ..				
Marnoo to Bolangum .. ..		30,361	6	0	†Flinders-street to St. Kilda ..				
Murtoa to Warracknabeal .. ..		170,336	14	3	Prince's-bridge to Richmond ..				
Warracknabeal to Beulah .. ..		51,452	11	7	Richmond to Cremorne .. ..		1,391,280	8	5
Beulah to Hopetoun .. ..		34,318	7	2	Windsor to North Brighton ..				
Hopetoun to Patchewollock .. ..		97,710	9	10	†Richmond to Picnic Station ..				
Horsham to Noradjuha .. ..		64,655	3	3	Cremorne to Windsor .. ..				
Noradjuha to Toolondo .. ..		22,314	14	11	†Picnic Station to Hawthorn ..				
East Natimuk to Goroke .. ..		37,717	9	4	North Brighton to Brighton Beach				
Goroke to Carpolac .. ..		43,422	8	2	Prince's-bridge to Collingwood ..		163,671	17	6
Dimboola to Jeparit .. ..		34,149	16	3	†Collingwood to Heidelberg .. ..		214,322	15	8
Jeparit to Rainbow .. ..		24,050	16	8	†Heidelberg to Eltham .. ..		45,673	15	8
Rainbow to Yaapeet .. ..		19,977	4	5	†Eltham to Hurstbridge .. ..		49,914	17	2
Jeparit to Lorquon .. ..		21,598	13	7	Richmond Beach to Sandringham ..		66,999	12	10
Lorquon to Yanac .. ..		32,636	5	2	South Yarra to Oakleigh .. ..		596,214	6	6
†Essendon Junction to Essendon (including cost of Flemington Racecourse Branch) ..		159,049	3	10	†Oakleigh to Sale (including cost of siding to Sale wharf; also portion of cost of branches to the Great Morwell Coy's Coal Mine and Hernes Oak to Yallourn) ..		1,234,882	14	5
Essendon to Wodonga (including cost of Mangalore Ballast Pits Tramway) ..		2,736,944	2	1	Sale to Stratford Junction .. ..		35,435	6	9
Bowser to Peechelba .. ..		54,980	9	6	Oakleigh to Fairfield Park (from Ashburton to East Kew, including the Riversdale Loop, and from Fairfield Park to 30 chains 48 links) .. ..		195,737	6	8
‡Wodonga to River Murray (including portion of cost of Bridge over River Murray) ..		35,561	13	11	†Caulfield to Frankston .. ..		274,329	3	9
†North Melbourne to Coburg .. ..		173,704	4	9	Frankston to Stony Point (including cost of sidings to pier at Stony Point) ..		86,659	12	9
Coburg to Somerton .. ..		70,774	13	8	Baxter to Mornington .. ..		59,723	4	11
Royal Park Junction to Clifton Hill ..		156,881	15	5	Bittern to Red Hill .. ..		66,767	19	8
Fitzroy Branch .. ..		72,476	6	7	Spring Vale Cemetery Line .. ..		6,446	4	7
†Whittlesea Junction to Whittlesea ..		255,954	3	11	Dandenong Junction to Port Albert ..		686,623	14	1
Northcote Loop Line .. ..		8,897	3	5	Koo-wee-rup to Triholm .. ..		157,020	13	4
Tallarook to Yea .. ..		123,029	8	3	Nyora to Woolamai .. ..		64,268	0	6
Yea to Mansfield and Koriella .. ..		205,930	0	2	Woolamai to Powlett Coalfield (including cost of sidings, Wonthaggi) ..		147,844	9	3
Koriella to Alexandra .. ..		22,530	9	0	Korumburra to Coal Creek .. ..		5,114	7	11
Mangalore to Shepparton .. ..		237,982	5	0	Black Diamond Junction to Black Diamond .. ..		6,223	17	6
Shepparton to Numurkah .. ..		63,813	1	7	Korumburra (Jumbunna Junction) to Jumbunna .. ..		17,697	4	0
Numurkah to Cobram .. ..		56,236	16	0	Jumbunna to Outtrim .. ..		22,827	19	6
Murchison East to Rushworth .. ..		43,610	6	10	§Welshpool to Welshpool Jetty ..		1,579	19	2
Rushworth to Colbinabbin .. ..		28,233	4	10	Alberton to Won Wron .. ..		83,839	12	8
Rushworth to Girdgarre .. ..		36,841	6	3	Won Wron to Woodside .. ..		40,158	0	10
Toolamba to Tatura .. ..		34,018	2	9	Warragul to Neerim South .. ..		103,325	13	6
Tatura to Echuca .. ..		180,488	11	11	Neerim South to Noojee .. ..		101,696	8	0
Shepparton to Dookie .. ..		44,013	1	0	Moe to Thorpdale .. ..		93,030	13	10
Dookie to Katamatite .. ..		32,051	2	8	§Moe to Walhalla .. ..		67,442	15	11
Numurkah to Nathalia .. ..		35,898	18	3	Morwell to North Mirboo .. ..		125,024	5	9
Nathalia to Picola .. ..		10,352	14	7	Traralgon to Heyfield .. ..		71,073	19	8
Strathmerton to 8 miles 23 chains ..		20,411	11	3	Carried forward .. ..		34,304,426	19	7
8 miles 23 chains to Tocumwal .. ..		110,385	0	10					
Benalla to St. James .. ..		69,502	4	8					
St. James to Yarrowonga .. ..		82,832	5	10					
Yarrowonga to Oaklands .. ..		224,561	3	2					
Carried forward .. ..		26,998,801	2	6					

\* The expenditure shown is portion only of the total cost, the balance having been borne by the South Australian Government.

† Includes certain expenditure for electrification works carried out since 1st July, 1923.

‡ The balance of the cost of the bridge has been borne by the New South Wales Government.

§ 2-ft. 6-in. gauge.



APPENDIX No. 7—*continued.*STATEMENT SHOWING THE TOTAL COST, ETC., OF EACH LINE, ETC.—*continued.*

LINES OPEN FOR TRAFFIC— <i>continued.</i>		£	s.	d.	LINES OPEN FOR TRAFFIC— <i>continued.</i>		£	s.	d.
Brought forward .. ..		34,304,426	19	7	Brought forward .. ..		52,814,836	5	11
Heyfield to Bairnsdale (including cost of siding to wharf at Bairnsdale) ..		180,865	18	8	ELECTRIC TRAMWAYS.				
Bairnsdale to Orbost .. ..		300,535	9	0	WAY, WORKS, BUILDINGS AND EQUIPMENT.				
Maffra to Briagolong .. ..		41,315	15	11	St. Kilda to Brighton .. ..		83,596	11	3
¶ Burnley to Darling .. ..		179,366	5	11	Sandringham to Black Rock .. ..		37,261	2	8
Darling (near) (cost of bridge over Winton-road and associated works) ..		8,971	7	6	Total .. ..		120,857	13	11
¶ Darling (near) to Glen Waverley ..		137,977	1	3	ROLLING STOCK.				
¶ Hawthorn to Lilydale .. ..		628,348	7	2	St. Kilda to Brighton .. ..		15,489	6	6
Lilydale to Healesville .. ..		174,891	11	6	Sandringham to Black Rock .. ..		3,843	10	8
¶ Hawthorn to Kew .. ..		67,129	13	3	Total .. ..		19,332	17	2
¶ Ringwood to Upper Ferntree Gully ..		92,460	9	3	Total Electric Tramways .. ..		140,190	11	1
* Upper Ferntree Gully to Gembrook ..		50,620	18	8	ROAD MOTOR PUBLIC SERVICES.				
Lilydale to Warburton .. ..		101,801	0	9	Garage Buildings and Equipment .. ..		7,072	5	9
South Kensington to West Footscray ..		570,868	8	8	Road Motor Coaches and Trucks .. ..		3,009	18	10
¶ Melbourne to Essendon Junction ..		1,883,740	19	4	Total .. ..		10,082	4	7
Railway Offices, Spencer-street ..		212,386	10	6	LINES UNDER CONSTRUCTION.				
Newport Workshops—Buildings, plant and equipment .. ..		798,709	5	6	Nowingi to Millewa South .. ..		87,607	4	1
Country Workshops—Buildings, plant and equipment .. ..		150,701	18	2	§ Euston to Lette (including portion of cost of bridge over River Murray) ..		134,883	2	5
Refreshment Services Buildings .. ..		199,954	0	4	Total .. ..		222,490	6	6
General Construction Account (Capital Expenditure common to all lines) ..		1,738,447	18	10	EXPENDITURE ON WORKS PENDING THE CONSTRUCTION OF LINES.				
† Electrification, Melbourne Suburban Lines		3,601,653	5	10	§ Mildura and Abbotsford—Portion of cost of bridges over River Murray ..		23,803	14	7
Total cost of Way, Works, Buildings and Equipment (Railways) ..		45,425,173	5	7	† Orbost—Snowy River bridge .. ..		9,257	8	0
Less depreciation to be allocated to the various sections detailed above ..		918,503	10	3	Total .. ..		33,061	2	7
		44,506,669	15	4	TOTAL COST—Railways, Electric Tramways, and Road Motor Public Services ..		53,220,660	10	8
ROLLING STOCK—									
Broad-gauge .. ..		6,560,100	14	0					
Narrow-gauge .. ..		24,193	12	10					
Total Rolling-stock (Railways) ..		6,584,294	6	10					
Stores and Materials on hand and in transit		1,492,108	6	6					
Stores and Equipment on hand at Refreshment Rooms .. ..		135,122	4	4					
Materials in course of Manufacture ..		96,641	12	11					
Total cost of Construction of Open Lines, including Rolling-stock, Stores, and Materials (Railways) Carried forward ..		52,814,836	5	11					

\* 2-ft. 6-in. gauge.

† Does not include certain expenditure since 1st July, 1923.

¶ Includes certain expenditure for electrification works carried out since 1st July, 1923.

|| 4-ft. 8½-in. gauge, 2.42 miles.

§ The balance of the cost of the bridges has been borne by the Public Works Departments of New South Wales and Victoria.

‡ The cost shown above represents portion only of the cost of the bridge, the balance having been borne by the Country Roads Board.

NOTE.—Tracks on piers and wharfs to ballast pits, and to the Great Morwell Coal Mine are not included in the length of lines opened for traffic as shown above, but are included in the mileage of sidings as shown in Appendix No. 18.

## APPENDIX No. 8.

## STATEMENT OF TRAIN, LOCOMOTIVE, AND VEHICLE MILEAGE.

	Year ended 30th June—			Year ended 30th June—	
	1942.	1941.		1942.	1941.
<b>TRAFFIC TRAIN MILEAGE.</b>			<b>DEPARTMENTAL MILEAGE.</b>		
<b>PASSENGER—</b>			Light—Electric Locomotive .. .. .	823	748
Country—Steam .. .. .	3,813,653	3,829,515	"   Steam .. .. .	358,218	354,311
"   Fordson Tractor .. .. .	..	76	Ballast—Steam .. .. .	114,205	134,326
"   Rail Motor .. .. .	594,338	784,377	"   Electric Locomotive .. .. .	203	352
Suburban—Steam .. .. .	51,201	38,184	"   Fordson Tractor .. .. .	..	1,131
"   Rail Motor .. .. .	47,770	39,413	Electric Motor .. .. .	4,821	6,050
"   Electric Motor .. .. .	7,686,793	7,595,841	Inspection .. .. .	1,368	4,706
"   Electric Locomotive .. .. .	76	94	Water .. .. .	123	149
<b>MIXED—</b>			Departmental Coal .. .. .	303,654†	274,502†
Country—Steam .. .. .	705,134	540,837	Casualty and Doubling .. .. .	2,241	3,647
Suburban—Electric .. .. .	1,314	1,044	Miscellaneous .. .. .	1,481	3,299
<b>GOODS—</b>			Rail Motor .. .. .	24,783	27,259
Steam .. .. .	5,243,513	4,841,722	<b>Total Departmental Miles ..</b>	<b>811,920</b>	<b>810,480</b>
Electric Locomotive .. .. .	100,252	89,553			
Electric Motor .. .. .	4,669	4,679	<b>SHUNTING.</b>		
Fordson Tractor .. .. .	..	1,652	Steam Locomotive .. .. .	2,754,912	2,466,165
<b>Total Traffic Train Miles ..</b>	<b>18,248,713</b>	<b>17,766,987</b>	Electric Locomotive .. .. .	79,872	78,201
			"   Motor .. .. .	4,742	3,360
<b>ASSISTANT MILEAGE—</b>			Fordson Tractor .. .. .	8,454	2,589
Country Passenger—			Rail Motor .. .. .	5,156	6,866
Steam .. .. .	552,535	324,208	<b>Total Shunting Miles ..</b>	<b>2,853,136</b>	<b>2,557,181</b>
Mixed—Steam .. .. .	3,405	1,526			
Goods—Steam .. .. .	152,269	129,816	<b>LOCOMOTIVE MILEAGE.</b>		
"   Electric Locomotive .. .. .	22,303	16,100	Steam .. .. .	14,379,169	13,274,790
<b>Total Assistant Miles ..</b>	<b>730,512</b>	<b>471,650</b>	Electric Locomotive .. .. .	218,700	196,682
			"   Motor .. .. .	7,702,445	7,611,046
<b>LIGHT MILEAGE—</b>			Fordson Tractor .. .. .	8,454	5,574
Country Passenger—			Rail Motor .. .. .	672,047	857,915
Steam .. .. .	24,655	24,091	<b>Total Locomotive and Motor Miles .. .. .</b>	<b>22,980,815</b>	<b>21,946,007</b>
Mixed—Steam .. .. .	7,566	2,214			
Goods—Steam .. .. .	289,036	301,572	<b>PASSENGER VEHICLE MILEAGE.</b>		
"   Electric Locomotive .. .. .	15,171	11,634	Country—Steam .. .. .	23,522,354	24,878,954
"   Electric Motor .. .. .	106	72	"   Fordson Tractor .. .. .	..	152
"   Fordson Tractor .. .. .	..	126	"   Rail Motor .. .. .	942,180	1,234,863
<b>Total Light Miles ..</b>	<b>336,534</b>	<b>339,709</b>	Suburban—Steam .. .. .	364,376	159,801
			"   Electric .. .. .	41,964,244	38,648,758
<b>TOTAL TRAIN (INCLUDING ASSISTANT AND LIGHT) MILES .. .. .</b>	<b>19,315,759</b>	<b>18,578,346*</b>	"   Rail Motor .. .. .	60,701	51,773
			<b>Total Passenger Vehicle Miles</b>	<b>71,853,855</b>	<b>64,974,301</b>
			<b>GOODS VEHICLE MILEAGE.</b>		
			Loaded .. .. .	122,220,060	109,136,898
			Empty .. .. .	46,817,072	46,619,715
			<b>Total Goods Vehicle Miles</b>	<b>169,037,132</b>	<b>155,756,613</b>
			<b>Total Vehicle Miles ..</b>	<b>240,890,987</b>	<b>220,730,914</b>
			<b>GROSS TON MILEAGE.</b>		
			Passenger Trains—Steam .. .. .	1,016,237,962	905,694,945
			"   "   Electric .. .. .	1,614,350,976	1,489,335,239
			Rail " Motor " and Fordson Tractor .. .. .	21,060,619	32,653,294
			Mixed Trains .. .. .	192,316,362	124,434,394
			Goods Trains .. .. .	2,668,336,444	2,415,656,532
			<b>Total Gross Ton Miles ..</b>	<b>5,512,302,363</b>	<b>4,967,774,404</b>

NOTE.—\* These figures do not include Departmental Mileage. † Equated.

## APPENDIX No. 9.

STATEMENT SHOWING STEAM AND ELECTRIC LOCOMOTIVES, STEAM CRANES, PETROL RAIL MOTOR PASSENGER VEHICLES, STEAM AND ELECTRIC COACHING STOCK, ELECTRIC TRAMWAY STOCK, ROAD MOTOR VEHICLES, GOODS AND SERVICE STOCK AT 30TH JUNE, 1942.

Rolling Stock.	5' 3" Gauge.			2' 6" Gauge.			Total.		
	Number.	Tractive Power (Nominal).		Number.	Tractive Power (Nominal).		Number.	Tractive Power (Nominal).	
		Total.	Average per Loco.		Total.	Average per Loco.		Total.	Average per Loco.
STEAM LOCOMOTIVES ..	556	lb. 13,759,848	lb. 24,748	15	lb. 208,724	lb. 13,915	571	lb. 13,968,572	lb. 24,463
ELECTRIC LOCOMOTIVES ..	12	265,800	22,150	..	..	..	12	265,800	22,150
STEAM CRANES .. ..	16	..	..	..	..	..	16	..	..

  

Rolling Stock.	5' 3" Gauge.			2' 6" Gauge.			Total.		
	Number.	Capacity (Passengers).		Number.	Capacity (Passengers).		Number.	Capacity (Passengers).	
		Total.	Average per Vehicle		Total.	Average per Vehicle.		Total.	Average per Vehicle
STEAM COACHING STOCK.		No.	No.		No.	No.		No.	No.
Passenger Cars—									
1st Class .. ..	193	10,936	57	..	..	..	193	10,936	57
2nd Class .. ..	351	25,337	72	40	1,243	31	391	26,580	68
Composite .. ..	176	9,433	54	..	..	..	176	9,433	54
Sleeping Cars—									
1st Class .. ..	21	420	20	..	..	..	21	420	20
2nd Class .. ..	..	..	..	..	..	..	..	..	..
Special Cars .. ..	6	145	24	..	..	..	6	145	24
Parlor Cars .. ..	3	98	32	..	..	..	3	98	32
Dining Cars .. ..	5	228	45	..	..	..	5	228	45
Buffet Cars .. ..	5	134	27	..	..	..	5	134	27
Mail Vans .. ..	4	..	..	..	..	..	4	..	..
Luggage Vans .. ..	612	..	..	6	..	..	618	..	..
Carriage Trucks .. ..	2	..	..	..	..	..	2	..	..
Horse Boxes .. ..	54	..	..	..	..	..	54	..	..
Hearses .. ..	4	..	..	..	..	..	4	..	..
Brake Vans .. ..	..	(Included in Luggage Vans.)	..	..	..	..	..	..	..
Other Vehicles .. ..	4	..	..	..	..	..	4	..	..
Total .. ..	1,440	46,731	..	46	1,243	..	1,486	47,974	..
RAIL MOTOR PASSENGER VEHICLES.									
Motors (Petrol)—									
2nd Class .. ..	26	570	22	..	..	..	26	570	22
Composite .. ..	15	825	55	..	..	..	15	825	55
Trailers—									
2nd Class .. ..	23	540	23	..	..	..	23	540	23
Composite .. ..	6	405	67	..	..	..	6	405	67
Luggage .. ..	3	..	..	..	..	..	3	..	..
Motor Trolleys (Petrol)—									
2nd Class .. ..	1	5	5	..	..	..	1	5	5
Motor Trolley Trailers—									
2nd Class .. ..	2	24	12	..	..	..	2	24	12
Total .. ..	76	2,369	..	..	..	..	76	2,369	..
ELECTRIC COACHING STOCK.									
Passenger Cars—									
1st Class .. ..	361	32,580	90	..	..	..	361	32,580	90
2nd Class .. ..	453	37,484	83	..	..	..	453	37,484	83
Composite .. ..	36	3,276	91	..	..	..	36	3,276	91
Parcels Vans .. ..	6	..	..	..	..	..	6	..	..
Total .. ..	856	73,340	..	..	..	..	856	73,340	..
ELECTRIC TRAMWAY STOCK.									
Single Truck Cars .. ..	..	..	..	..	..	..	8	300	37
Double Bogie Cars .. ..	..	..	..	..	..	..	20	1,040	52
Total .. ..	..	..	..	..	..	..	28	1,340	..

## APPENDIX No. 9—continued.

## STATEMENT SHOWING ROLLING STOCK, ETC.—continued.

Rolling Stock (continued).	5' 3" Gauge.			2' 6" Gauge.			Total.		
	Number.	Capacity.		Number.	Capacity.		Number.	Capacity.	
		Total.	Average per Vehicle.		Total.	Average per Vehicle.		Total.	Average per Vehicle.
<b>GOODS STOCK.</b>									
		tons.	tons.		tons.	tons.		tons.	tons.
Box Goods Wagons .. ..	27	561	20·8	1	10	10·0	28	571	20·4
Coal Wagons .. ..	334	5,085	15·2	..	..	..	334	5,085	15·2
Open Goods Wagons .. ..	15,232	264,703	17·3	203	2,233	11·0	15,435	266,936	17·2
Cattle Wagons .. ..	635	6,850	10·8	15	150	10·0	650	7,000	10·8
Sheep Wagons .. ..	1,354	14,142	10·4	..	..	..	1,354	14,142	10·4
Louvred Wagons .. ..	1,339	19,357	14·4	13	130	10·0	1,352	19,487	14·4
Refrigerator Wagons .. ..	415	5,658	13·6	1	10	10·0	416	5,668	13·6
Powder Vans .. ..	20	100	5·0	..	..	..	20	100	5·0
Flat Wagons .. ..	284	8,452	29·8	..	..	..	284	8,452	29·8
Bolster Wagons .. ..									
Brake Vans .. ..	(Included in Steam Coaching Stock.)								
Other Vehicles .. ..	..	..	..	..	..	..	..	..	..
<b>Total .. ..</b>	<b>19,640</b>	<b>324,908</b>	<b>16·5</b>	<b>233</b>	<b>2,533</b>	<b>10·9</b>	<b>19,873</b>	<b>327,441</b>	<b>16·4</b>
<b>SERVICE STOCK.</b>									
Casualty or Breakdown Vans and Trucks .. ..	44	..	..	..	..	..	44	..	..
Water Trucks .. ..	191	..	..	..	..	..	191	..	..
Loco. Coal Trucks .. ..	(Included in Coal Wagons—Goods Stock.)								
Ballast Wagons .. ..	162	..	..	..	..	..	162	..	..
Gas Vehicles .. ..	6	..	..	..	..	..	6	..	..
Workmen's Sleeping Cars .. ..	331	..	..	..	..	..	331	..	..
Store Van .. ..	1	..	..	..	..	..	1	..	..
Cranes (not locomotives) on trucks .. ..	12	..	..	..	..	..	12	..	..
Plough Van .. ..	1	..	..	..	..	..	1	..	..
Motor Inspection Car (Petrol) .. ..	1	..	..	..	..	..	1	..	..
Other Vehicles .. ..	138	..	..	..	..	..	138	..	..
<b>Total .. ..</b>	<b>887</b>	<b>..</b>	<b>..</b>	<b>..</b>	<b>..</b>	<b>..</b>	<b>887</b>	<b>..</b>	<b>..</b>

## ROAD MOTOR VEHICLES.

Type of Vehicle.	Petrol.		Diesel.		Producer Gas.		Total.	
	Number.	Capacity.	Number.	Capacity.	Number.	Capacity.	Number.	Capacity.
Coaches (Passenger) .. ..	7	116	6	197	..	..	13	313
Cars (Domestic Service) .. ..	4	(seating) 20	..	(seating) ..	4	20	8	(seating) 40
Trucks (Goods) .. ..	7	358 cwts.	4	300 cwts.	10	870 cwts.	21	1,528 cwts.
Trucks (Domestic Service) .. ..	21	890 ..	..	..	20	1,162 ..	41	2,052 ..
Trailers (Goods) .. ..	..	..	..	..	..	..	15	1,420 ..

## APPENDIX No. 10.

## STATISTICAL STATEMENT (EXCLUSIVE OF ELECTRIC TRAMWAYS AND ROAD MOTOR PUBLIC SERVICES).

Particulars.	Year 1941-42.	Year 1940-41.
1. Average Mileage of Railways open for Traffic .. .. .	4,746	4,759
<b>PASSENGER TRAFFIC.</b>		
2. Passenger Train Mileage .. .. .	4,760,558	4,884,386
3. Earnings from Passengers Carried .. .. .	7,786,497	7,674,054
4. Number of Passengers Carried .. .. .	*	£2,381,080
5. Number of Passengers Carried One Mile .. .. .	*	£2,622,816
6. Average Miles each Passenger was Carried .. .. .	*	9,566,656
7. Average Number of Passengers per Car .. .. .	*	149,651,756
8. Average Earnings from each Passenger Journey .. .. .	*	653,760,017
9. Average Earnings per Passenger Mile .. .. .	*	1,032,053,531
		68.34
		6.90
		25
		27
		4s. 11.73d.
		4.21d.
		.87d.
		.61d.
<i>Per Average Mile of Railway Open.</i>		
10. Number of Passengers Carried .. .. .	*	2,032
11. Number of Passengers Carried One Mile .. .. .	*	668,088
12. Passenger Train Mileage .. .. .	*	138,862
13. Earnings from Passengers Carried .. .. .	*	4,607,382
	1,014	1,037
	34,761	34,259
	*	£505.75
	*	£11,709.00
<i>Per Passenger Train Mile.</i>		
14. Average Number of Passengers .. .. .	*	134
15. Average Number of Cars .. .. .	7	134
16. Average Earnings from Passengers Carried .. .. .	5	6
	*	5
	*	9s. 9.00d.
	*	6s. 10.03d.
<b>GOODS AND LIVE STOCK TRAFFIC—PAYING.</b>		
17. Goods Train Mileage .. .. .	5,701,658	5,208,547
18. Earnings from Goods and Live Stock .. .. .	£6,573,152	£4,859,630
19. Number of Tons Carried .. .. .	7,502,640	6,622,785
20. Number of Tons Carried One Mile .. .. .	*	811,889,857
21. Average Haul per Ton of Goods (Miles) .. .. .	*	122.59
22. Average Tonnage per Loaded Truck .. .. .	8.90	8.69
23. Average Train Load (Tons) .. .. .	183	175
24. Average Earnings per Goods Train Mile .. .. .	23s. 0.68d.	18s. 7.92d.
25. Average Earnings per Ton .. .. .	17s. 6.27d.	14s. 8.11d.
26. Average Earnings per Ton Mile .. .. .	*	1.44d.
<i>Per Average Mile of Railway Open.</i>		
27. Number of Tons Carried (Paying Traffic) .. .. .	1,581	1,392
28. Number of Tons Carried One Mile (Paying Traffic) .. .. .	*	170,601
29. Goods Train Mileage .. .. .	1,201	1,094
30. Earnings from Goods and Live Stock .. .. .	£1,385	£1,021
<b>GOODS AND LIVE STOCK TRAFFIC—GROSS.</b>		
31. Average Tonnage per Loaded Truck .. .. .	18.97	18.72
32. Average Train Load (Tons) .. .. .	471	463
33. Average Number of Vehicles per Train—Loaded .. .. .	20	20
34. Average Number of Vehicles per Train—Empty .. .. .	8	8

\* Records temporarily suspended.

APPENDIX No. 11.

RAILWAY ACCIDENT AND FIRE INSURANCE FUND—ACT No. 3759, SECTIONS 109 AND 110—AT 30TH JUNE, 1942.

Receipts.	Amount.	Expenditure.	Amount.
	£   s.   d.		£   s.   d.
To Balance at 30th June, 1941 .. .. .	100,000   0   0	By Expenditure for the year ended 30th June, 1942—	
„ Payment to Fund during the year ended 30th June, 1942, included in the Working Expenses of the Year—		(a) Amount of damages recovered in actions at law on account of death of or injuries to persons other than employees of the Commissioners .. .. .	..   ..
Railways .. £43,963 10 9		(b) Amount paid as compensation without action at law on account of death of or injuries to persons other than employees of the Commissioners .. .. .	426 18 8
Electric Tramways     227 0 0	44,190 10 9	(c) Amount of medical, legal, and incidental expenses incurred in determining whether compensation should be paid to persons referred to in clause (b) .. .. .	32 9 6
		(d) Amount paid as compensation to employees of the Commissioners for injuries sustained on duty or in the event of death to persons dependent upon such employees ..	16,518 2 10
		(e) Amount expended in consequence of any loss of or damage by fire to buildings, plant, stores, or other properties of the Commissioners .. .. .	4,237 18 4
		(f) Amount paid as compensation for loss of or damage to goods, parcels, &c. .. .. .	17,418 1 1
		(g) Amount paid as compensation for loss or damage by fire caused by sparks from engines or consequent upon employees burning off within railway boundaries, &c. ..	5,557 0 4
		„ Balance at 30th June, 1942 .. .. .	100,000 0 0
	£144,190 10 9		£144,190 10 9

## APPENDIX No. 12.

DETAILED STATEMENT OF RESULTS OF WORKING THE ST. KILDA AND BRIGHTON  
AND THE SANDRINGHAM TO BLACK ROCK ELECTRIC TRAMWAYS.

	ST. KILDA AND BRIGHTON.		SANDRINGHAM TO BLACK ROCK.	
	Year 1941-42.	Year 1940-41.	Year 1941-42.	Year 1940-41.
Average Mileage of Tramway Worked .. ..	5.18	5.18	2.42	2.42
Car Mileage .. ..	523,148	519,716	122,306	121,864
Number of Passengers carried .. ..	5,920,978	4,852,033	1,671,620	1,246,418
Average Fare paid per Passenger .. ..	2.40d.	2.38d.	2.21d.	2.21d.
<b>GROSS REVENUE—</b>				
Passengers .. ..	£59,087	£48,144	£15,417	£11,478
Parcels .. ..	5	8	26	24
Miscellaneous .. ..	275	228	131	111
<b>TOTAL GROSS REVENUE .. ..</b>	<b>£59,367</b>	<b>£48,380</b>	<b>£15,574</b>	<b>£11,613</b>
Per Passenger Car Mile .. ..	27.24d.	22.34d.	30.56d.	22.87d.
Per Mile of Single Track .. ..	£5,730	£4,670	£3,364	£2,508
<b>ORDINARY WORKING EXPENSES—</b>				
Transportation Account .. ..	£20,818	£18,915	£3,926	£3,451
Way and Works Account .. ..	12,091	10,748	1,161	838
Rolling stock Account .. ..	7,836	7,484	1,677	1,843
Power Account .. ..	5,218	5,941	1,416	2,218
General Expenditure .. ..	714	714	194	196
Payment into Railway Accident and Fire Insurance Fund .. ..	180	106	47	25
Pensions .. ..	652	621	..	..
Child Endowment Payroll Tax .. ..	823	..	147	..
<b>TOTAL WORKING EXPENSES .. ..</b>	<b>£48,332</b>	<b>£44,529</b>	<b>£8,568</b>	<b>£8,571</b>
Per cent. of Gross Revenue .. ..	81.41	92.04	55.01	73.81
Per Passenger Car Mile .. ..	22.17d.	20.56d.	16.81d.	16.88d.
Per Mile of Single Track .. ..	£4,665	£4,298	£1,851	£1,851
<b>NET REVENUE AFTER PAYMENT OF     WORKING EXPENSES .. ..</b>	<b>£11,035</b>	<b>£3,851</b>	<b>£7,006</b>	<b>£3,042</b>
<b>INTEREST CHARGES .. ..</b>	<b>£3,364</b>	<b>£3,462</b>	<b>£1,678</b>	<b>£1,732</b>
<b>EXCHANGE ON INTEREST   PAYMENTS AND REDEMPTION .. ..</b>	<b>366</b>	<b>360</b>	<b>183</b>	<b>180</b>
<b>CONTRIBUTION TO NATIONAL   DEBT SINKING FUND .. ..</b>	<b>213</b>	<b>220</b>	<b>106</b>	<b>110</b>
	£3,943	£4,042	£1,967	£2,022
<b>PROFIT OR LOSS AFTER PAYMENT OF     WORKING EXPENSES AND INTEREST     CHARGES, AND EXCHANGE ON     INTEREST PAYMENTS AND REDEMPTION .. ..</b>	<b>Profit £7,092</b>	<b>Loss £191</b>	<b>Profit £5,039</b>	<b>Profit £1,020</b>

## APPENDIX No. 13.

## THE CHALET, MT. BUFFALO NATIONAL PARK.

(Including Hostel at Mt. Hotham.)

CAPITAL EXPENDITURE AT 30TH JUNE, 1942.

	£	s.	d.	£	s.	d.
Buildings, &c., transferred from Public Works Department (at valuation) .. .. .	18,900	0	0			
Additions and improvements .. .. .	74,482	7	6			
				93,382	7	6
Equipment .. .. .	33,000	19	6			
Stock .. .. .	3,094	11	6			
				36,095	11	0
				£129,477	18	6

## WORKING ACCOUNT FOR THE YEAR ENDED 30TH JUNE, 1942.

£	s.	d.	£	s.	d.
Stores, Freight, and Cartage ..	18,853	2	1	Accommodation and Buffet Sales	47,163 10 2
Salaries (including Superintendence), Wages and materials for operation and maintenance .. .. .	32,082	4	1	Hire of Sports Material .. .. .	3,722 9 5
Interest, &c., on Capital Expenditure—				Motor Services .. .. .	6,377 10 8
Buildings, &c. .. .. .	3,448	10	5		
Equipment and Stock .. .. .	1,724	19	3		
			5,173 9 8		
Profit .. .. .			1,154 14 5		
			£57,263 10 3		£57,263 10 3



APPENDIX No. 14.

ROAD MOTOR COACH PASSENGER SERVICE.  
CAPITAL ACCOUNT AT 30TH JUNE, 1942.

Coaches and Garages .. .. . £1,449 7 5

WORKING ACCOUNT FOR YEAR ENDED 30TH JUNE—

	1942.		1941.			1942.		1941.	
	£	s. d.	£	s. d.		£	s. d.	£	s. d.
<b>Working Expenses—</b>									
Superintendence, Printing, Advertising, &c. .. .. .	606	2 8	782	7 11	Revenue .. .. .	9,445	11 11	14,385	14 10
Operating Expenses, Accident Compensation, Licence and Registration Fees and Tyres.. .. .	6,962	8 7	10,736	18 4	Loss .. .. .	1,647	8 4	3,803	0 9
Repairs and Renewals, Tools, Maintenance of Garages, &c. .. .. .	3,179	17 4	4,117	0 1					
	10,748	8 7	15,636	6 4					
Depreciation .. .. .	160	9 6	2,289	6 6					
Interest .. .. .	157	1 4	225	7 8					
Exchange on Interest Payments and Redemption .. .. .	17	2 0	23	9 1					
Contribution to National Debt Sinking Fund .. .. .	9	18 10	14	6 0					
	£11,093	0 3	£18,188	15 7		£11,093	0 3	£18,188	15 7

APPENDIX No. 15.

ROAD MOTOR PUBLIC GOODS SERVICE.

CAPITAL ACCOUNT AT 30TH JUNE, 1942.

Trucks, Trailers, Containers, and Garages .. .. . £8,632 17 2

WORKING ACCOUNT FOR YEAR ENDED 30TH JUNE—

	1942.		1941.			1942.		1941.	
	£	s. d.	£	s. d.		£	s. d.	£	s. d.
Working Expenses—					Revenue	..	..	..	..
Superintendence, Printing, Advertising, &c. ..	939	2 10	936	8 1	Loss	..	..	..	..
Operating Expenses, Licence and Registration Fees and Tyres .. .. .	11,523	6 2	10,277	13 4		10,611	3 9	16,418	2 6
Repairs and Renewals, Tools, Maintenance of Garages, &c. .. .. .	2,984	13 11	3,512	6 11		5,686	17 9	8,167	14 7
	15,447	2 11	14,726	8 4					
Depreciation .. .. .	479	19 1	9,240	0 7*					
Interest .. .. .	316	9 10	530	10 9					
Exchange on Interest Payments and Redemption ..	34	9 1	55	4 2					
Contribution to National Debt Sinking Fund ..	20	0 7	33	13 3					
	£16,298	1 6	£24,585	17 1		£16,298	1 6	£24,585	17 1

\* Includes £7,770 special depreciation.

## APPENDIX No 16.

RECONCILIATION OF THE RAILWAY AND TREASURY FIGURES RELATING TO REVENUE,  
WORKING EXPENSES, INTEREST, EXCHANGE, ETC.,  
FOR THE YEAR 1941-42.

## REVENUE.

	£	s.	d.	£	s.	d.
Revenue shown by the Railways .. .. .				14,614,836	5	8
To bring this amount into agreement with the Treasury figures deduct—						
Outstandings at 30th June, 1942, not included in the Treasury figures				784,561	16	1
				<u>13,830,274</u>	9	7
and add—						
Outstandings at 30th June, 1941, collected in 1941-42 and therefore included by the Treasury in that year .. .. .				349,174	17	2
				<u>14,179,449</u>	6	9

## WORKING EXPENSES.

Working Expenses as shown by the Railways .. .. .	11,683,315	13	6			
To bring this amount into agreement with the Treasury figures add—						
(1) Interest paid to the State Electricity Commission on the Capital Cost of portion of the line from Herne's Oak to Yallourn .. .. .	219	0	0			
(2) Exchange on Redemption Payments in London .. .. .	6,972	8	2			
(3) Amount credited by the Treasury to Appropriations of former years but by the Railways to Working Expenses, 1941-42 .. .. .	12	11	0			
				<u>11,690,519</u>	12	8
Working Expenses as shown by the Treasury .. .. .						
Net Revenue on the Treasury basis of Accounts .. .. .				2,488,929	14	1

## INTEREST, EXCHANGE, ETC.

The total of the Interest and Exchange Charges, Loan Conversion Expenses and Contribution to the National Debt Sinking Fund shown by the Railways is .. .. .	2,282,173	6	1			
To bring this amount into agreement with the Treasury figures deduct—						
(1) Interest paid to the State Electricity Commission on the Capital Cost of portion of the line from Herne's Oak to Yallourn .. .. .	£219	0	0			
(2) Exchange on Redemption Payments in London .. .. .	6,972	8	2			
				<u>7,191</u>	8	2
Interest, Exchange, &c., Charges as shown by the Treasury .. .. .				2,274,981	17	11
Surplus as shown by the Treasury .. .. .				<u>£213,947</u>	16	2

## RAILWAY POSITION SUMMARIZED.

	£	s.	d.
Revenue .. .. .	14,614,836	5	8
Working Expenses .. .. .	11,683,315	13	6
Net Revenue .. .. .	2,931,520	12	2
Interest, Exchange, &c. .. .. .	2,282,173	6	1
Surplus .. .. .	£649,347	6	1

## APPENDIX No. 17.

## NEW LINES OPENED FOR TRAFFIC DURING THE YEAR ENDED 30TH JUNE, 1942.

Section.	Miles.	Date Opened.
*Nowingi towards Millewa South .. .. .	15 $\frac{3}{4}$	12th May, 1942

## NEW LINES UNDER CONSTRUCTION AT 30TH JUNE, 1942.

Section.	Miles.
†Euston to Lette .. .. .	30 $\frac{1}{4}$

## NEW LINES AUTHORIZED BUT NOT COMMENCED AT 30TH JUNE, 1942.

Section.	Miles.
Mildura to Gol Gol (New South Wales Border Railway Act) .. .. .	22
La La Siding to Big Pat's Creek .. .. .	2 $\frac{1}{2}$
Orbost to Brodribb .. .. .	6
Casterton to Nangeela .. .. .	9

The work in each instance is indefinitely postponed.

## LINES CLOSED FOR TRAFFIC AT 30TH JUNE, 1942.

Section.	Miles.	Date Closed.
Yannathan to Triholm .. .. .	14	7th August, 1941

\* 24 $\frac{1}{4}$  miles handed over to Commissioners on 12th May, 1942, of which 8 $\frac{1}{4}$  miles of track was to be dismantled. 2 $\frac{1}{4}$  miles of track was dismantled prior to 30th June, 1942.

† Traffic being conducted as far as Koorakee (14 $\frac{1}{4}$  miles) construction beyond Koorakee suspended.

## APPENDIX No. 18.

## MILEAGE OF RAILWAYS AND TRACKS.

		Mileage open for Traffic at 30th June.								
		Railways.					Tracks.			
		Six Tracks.	Four Tracks.	Three Tracks.	Two Tracks.	One Track.	Total.	Tracks.	Sidings.	Total.
Year 1941-1942.	5' 3" gauge ..	3.30	6.57	2.5	292.74	4338.97	4644.10	4978.03	1036.38	6014.41
	2' 6" gauge ..	..	..	..	.21	121.56	121.77	121.98	9.52	131.50
	Total ..	3.30	6.57	2.5	292.95	4460.53	4765.87	5100.01	1045.90	6145.91
	Electric Tramway* ..	..	..	..	7.39	.21	7.60	14.99	1.40	16.39
	Grand Total	3.30	6.57	2.5	300.34	4460.74	4773.47	5115.00	1047.30	6162.30
Year 1940-1941.	5' 3" gauge ..	3.30	6.57	2.5	292.74	4332.01	4637.12	4971.07	1032.62	6003.69
	2' 6" gauge ..	..	..	..	.21	121.56	121.77	121.98	9.70	131.68
	Total ..	3.30	6.57	2.5	292.95	4453.57	4758.89	5093.05	1042.32	6135.37
	Electric Tramway* ..	..	..	..	7.39	.21	7.60	14.99	1.40	16.39
	Grand Total	3.30	6.57	2.5	300.34	4453.78	4766.49	5108.04	1043.72	6151.76
		Average Mileage open for Traffic during the Year.								
		Railways.					Tracks.			
		Six Tracks.	Four Tracks.	Three Tracks.	Two Tracks.	One Track.	Total.	Tracks.	Sidings.	Total.
Year 1941-1942.	5' 3" gauge ..	3.30	6.57	2.5	292.74	4318.73	4623.84	4957.79	1031.09	5988.88
	2' 6" gauge ..	..	..	..	.21	121.56	121.77	121.98	9.67	131.65
	Total ..	3.30	6.57	2.5	292.95	4440.29	4745.61	5079.77	1040.76	6120.53
	Electric Tramway* ..	..	..	..	7.39	.21	7.60	14.99	1.40	16.39
	Grand Total	3.30	6.57	2.5	300.34	4440.50	4753.21	5094.76	1042.16	6136.92
Year 1940-1941.	5' 3" gauge ..	3.30	6.57	2.5	292.74	4332.01	4637.12	4971.07	1033.62	6004.69
	2' 6" gauge ..	..	..	..	.21	121.56	121.77	121.98	9.76	131.74
	Total ..	3.30	6.57	2.5	292.95	4453.57	4758.89	5093.05	1043.38	6136.43
	Electric Tramway* ..	..	..	..	7.39	.21	7.60	14.99	1.40	16.39
	Grand Total	3.30	6.57	2.5	300.34	4453.78	4766.49	5108.04	1044.78	6152.82

\* Of the electric tramway mileage, 5.18 miles of double track and 1.14 miles of siding were of 5' 3" gauge; the balance was of 4' 8½" gauge.



## APPENDIX No. 22.

## STATEMENT OF CAPITAL EXPENDITURE.

	Year ended 30th June, 1942.	Year ended 30th June, 1941.
	£	£
<b>New Lines and Surveys—</b>		
Gross Expenditure .. .. .	Cr. 3,334	1,460
Credits .. .. .	—	—
Net Expenditure .. .. .	Cr. 3,334	1,460
<b>Additions and Improvements on Existing Lines—</b>		
Gross Expenditure .. .. .	457,079	282,347
Credits .. .. .	101,548	68,232
Net Expenditure .. .. .	355,531	214,115
<b>Rolling Stock (exclusive of Electric Tramways Rolling Stock)—</b>		
Gross Expenditure .. .. .	446,920	282,667
Credits .. .. .	10,581	14,578
Net Expenditure .. .. .	436,339	268,089
<b>Electrification of Melbourne Suburban Lines—</b>		
Gross Expenditure .. .. .	162,657	72,021
Credits .. .. .	92,277	22,934
Net Expenditure .. .. .	70,380	49,087
<b>Total Railways—</b>		
Gross Expenditure .. .. .	1,063,322	638,495
Credits .. .. .	204,406	105,744
Net Expenditure .. .. .	858,916	532,751
<b>Electric Tramways (including Rolling Stock)—</b>		
Gross Expenditure .. .. .	8,642	—
Credits .. .. .	..	160
Net Expenditure .. .. .	8,642	Cr. 160
<b>Road Motor Public Service (including Garage Accommodation)—</b>		
Gross Expenditure .. .. .	4,334	1,513
Credits .. .. .	1,796	12,036
Net Expenditure .. .. .	2,538	Cr. 10,523
<b>Total—</b>		
Gross Expenditure .. .. .	1,076,298	640,008
Credits .. .. .	206,202	117,940
Net Expenditure .. .. .	870,096	522,068
<b>Non-interest Bearing Funds</b> .. .. .	198,574	153,626
<b>Interest Bearing Funds</b> .. .. .	671,522	368,442